Open House at Bryant Park photo: CDG

Engagement Summary
Hennepin Avenue Redesign Project

February 14, 2017

Minneapolis
City of Lakes

community
design
group

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1. Introduction

The Minneapolis Public Works Department is proposing to make improvements to Hennepin Avenue between Lake Street and 36th Street in 2018. On Wednesday, January 25, initial community engagement for the project kicked-off with an Open House at Bryant Square Park in the CARAG neighborhood. An online survey was also published for interested residents who may not have been able to attend the in-person event. The online survey was distributed through social media, community partners, and the Public Works website. The purpose of these engagement opportunities was to inform the public about the project scope and schedule, seek ideas on the future of the corridor, and let the public know how to stay engaged with the project.

Project Location
Hennepin Avenue
between Lake Street and 36th Street

Scope
Full reconstruction: Removal and replacement of roadway and sidewalks
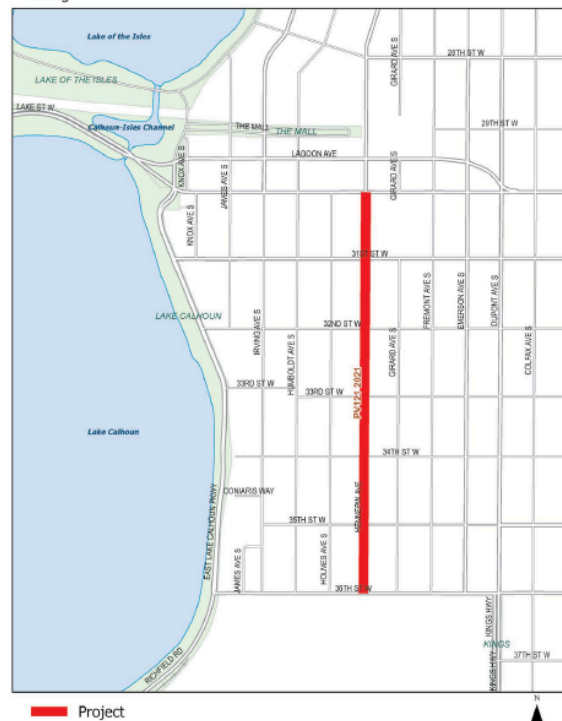
Budget Estimate
$9.28 million

Funding Sources
Net debt bonds, special assessments, and municipal state aid

Schedule

Open House #2 in early March (date TBD)

Jan-Feb 2017	March 2017	Summer-Fall 2017	2018
Preliminary planning & project development	Preliminary design & seek City Council layout approval	Detailed design and engineering	Construction

Hennepin Avenue (Lake to 36th) — 2018 (PV121)
Paving

Project information from poster materials shared at the Open House
Source: Minneapolis Public Works

2. What we did

There were two components to this engagement effort. The first component was planning and implementation of a community engagement event at Bryant Square Park. The second component was development of an online survey for interested residents who may not have been able to attend the in-person event. The online survey was distributed through a variety of channels and a paper version was available at the Open House.

Streetmix activity
photo: CDG

2.1 - Tools

Streetmix engagement activity

An activity offering scaled cutouts of street elements of various dimensions allowed participants at the Open House to design their own cross-sections for Hennepin Avenue. Participants could choose sidewalk widths, bike lanes, trees wells, parking lanes, and driving lanes. Together, the components had to fit within the currently existing 66-foot right-of-way space.

Roll plot basemaps

Two 60" by 36" orthographic aerial roll plots were printed and used at the Bryant Square Park Open House. The plots showed Hennepin Avenue from the Lakeview Cemetery at 36th St northwards to Lagoon Avenue. Prompting questions along the edges of the plots encouraged participants to engage with the aerials, indicating problems, providing suggestions, and engaging with the current built environment along the project's extent.

Survey

A survey was developed for two purposes: to educate the public about current conditions and potential changes along Hennepin Avenue from Lake St to 36th St, and to solicit feedback regarding design possibilities and other potential physical improvements to the right-of-way. The survey was published online and a paper version was made available for Open House participants. The survey went live at noon on 1/25/17. The survey closed at midnight on 02/08/17.

## 2.2 Who We Reached

Open House Attendance

Seventy one (71) individuals signed-in at the Open House held at Bryant Square Park. This number likely does not reflect actual attendance; commonly around a third of Open House attendees do not sign in.

Survey Count

Four hundred and eighteen (418) participants accessed the survey between January 25th and February 8th, 2017. Of these, 313 surveys were completed and 105 were partially filled out. This includes paper surveys, which were uploaded into the online survey structure for processing.

The map below shows a breakdown of survey responses by zip code. A majority (around two-thirds) of survey responses came from the 55408 zip code. The project study area is located in the 55408 zip code.

Survey Response Rate by Zip Code

Data Source: MN Geospatial Commons, City of Minneapolis
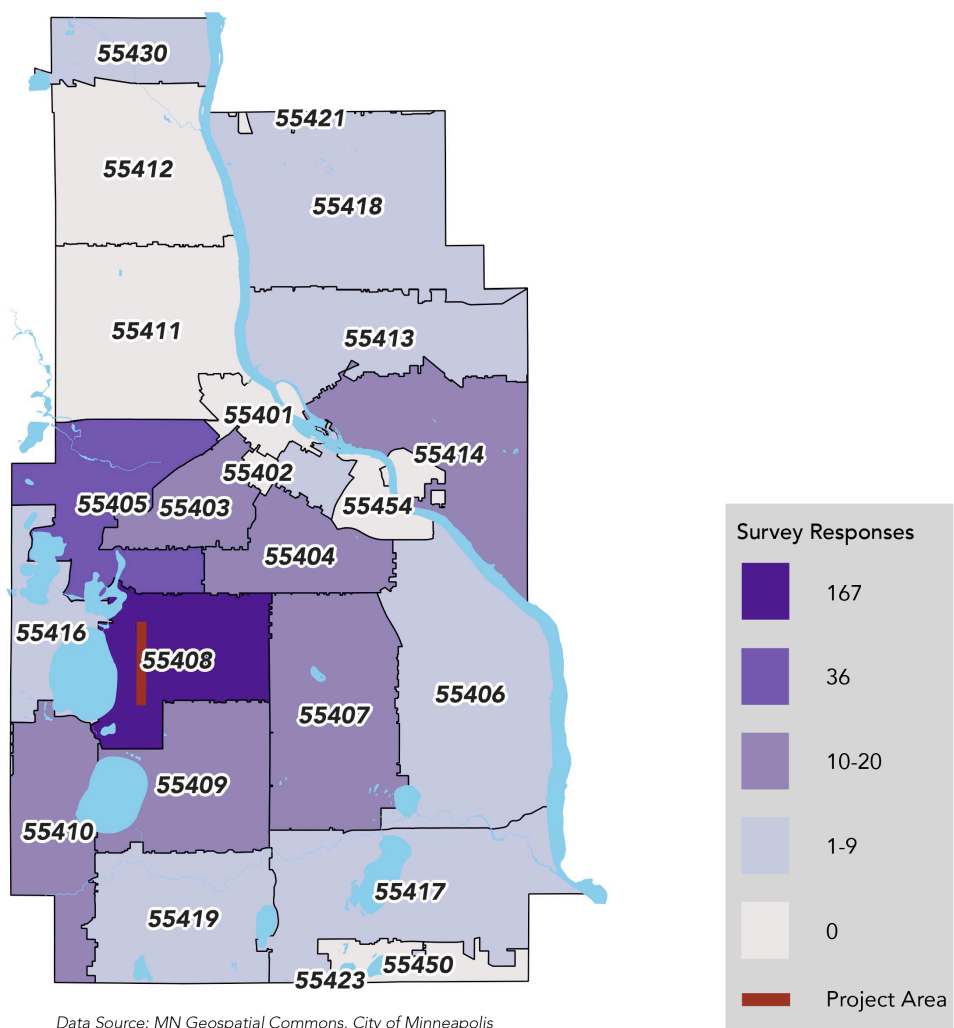
Survey Demographics

Survey respondents were asked a few optional demographics questions, including age and race/ethnicity. While not all respondents answered these questions, most did, and the charts below provide a snapshot of who participated.

Age breakdown

Value		Percent	Responses
Under 19		0.3%	1
20 to 24		5.3%	16
25 to 34		40.7%	122
35 to 49		26.3%	79
50 to 64		19.3%	58
65+		8.0%	24

Total: 300

Race/Ethnicity breakdown

1.80% Other - Write In

1.80% Black, African American or African

3.20% Asian, Native Hawaiian, and other Pacific Islander

0.70% Hispanic/Latino

2.50% Two or more races

89.90% White
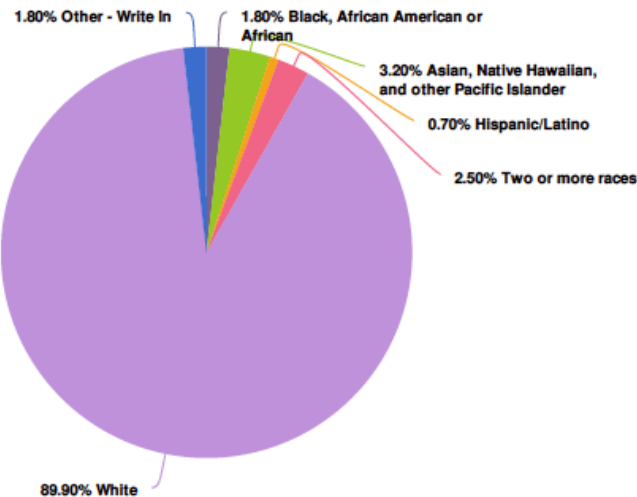
3. What we heard

*Basemap activity
photo: CDG*

This section explores the major themes from the engagement efforts. It also provides specific breakdown of online feedback for the proposed potential street configurations. Complete survey feedback is provided in the appendix.

3.1 – Major Themes

Major themes we heard include:

- Increased safety for pedestrians and for other modes of travel
  - A majority of comments collected included prominent concerns about the safety of pedestrians along the corridor.
- Wider, more pleasant sidewalks are generally supported
  - Generally, people agreed that walking along Hennepin was currently an unpleasant experience and could be improved with beautification and sidewalk widening measures.
- Bike lanes are desired along the entire project extent
  - Both the survey results and the engagement event showed a majority of bike-related responses being supportive of the addition of bike lanes.
- Parking is a common concern
  - Considering comments from all sources, a significant minority (around a third) of responses voiced concerns about bike lanes, citing the potential loss of parking options along Hennepin and safety concerns.

3.2 - Results from Roll Plot Basemaps

Comments from the basemaps at the Open House were processed and categorized into general themes. The table below provides a breakdown by theme.

Table 1

Comment Type	Count	Percent
Pedestrian Safety*	42	39%
Add Bike Lanes	13	12%
No Bike Lane on Hennepin	7	7%
Expand Sidewalks	2	2%
Keep or add parking	7	7%
Reduce Parking	4	4%
Add lighting	4	4%
Transit Improvements	5	5%
Beautification	6	6%
Misc. comments	17	16%
Total	*107*	*100%*

*A portion of these (27 of the 42 comments), pertained specifically to the question "Where is it difficult to cross Hennepin?" A breakdown of responses to that specific question is provided in Table 2 below

Table 2

Where is it difficult to cross Hennepin?		
Cross Street	Count	Percent
Lake	6	21%
31st	8	28%
32nd	4	14%
33rd	3	10%
34th	2	7%
35th	3	10%
36th	3	10%
Total	*27*	*100%*

3.3 - Results from Streetmix Activity

Tables 3 and 4 show the breakdown of Street Mix (cross-section) designs created at the engagement event. Street Mix activity results were aligned as closely as possible with the cross-section options provided in the survey. Street Mix alignments that deviate substantially from the survey options were also categorized and are included in the tables.

Table 3

"Activity Street" (Lake St to 31st St)		
Street Configuration	**Count**	**Percent**
1A (No parking lanes)	1	5%
1B (Bike lanes only)	2	10%
1C (One sided parking)	0	0%
1D (Two sided parking)	1	5%
1E (One sided parking, bike lanes)	4	19%
Pedestrian and Bicycle Only	7	33%
Walk-Bike-Tree-Car Lane-Car Lane-Tree-Bike-Walk	2	10%
Other (Not able to group)	4	19%
Total	*21*	*100%*

As table 3 shows, a third of those who participated in the streetmix activity for the "Activity Street" Section of Hennepin envisioned the street as a pedestrian and bicycle only zone. Another popular configuration preserved some parking while adding at least one bike lane.

One participant's vision for Hennepin Between Lake and 31st
photo: CDG
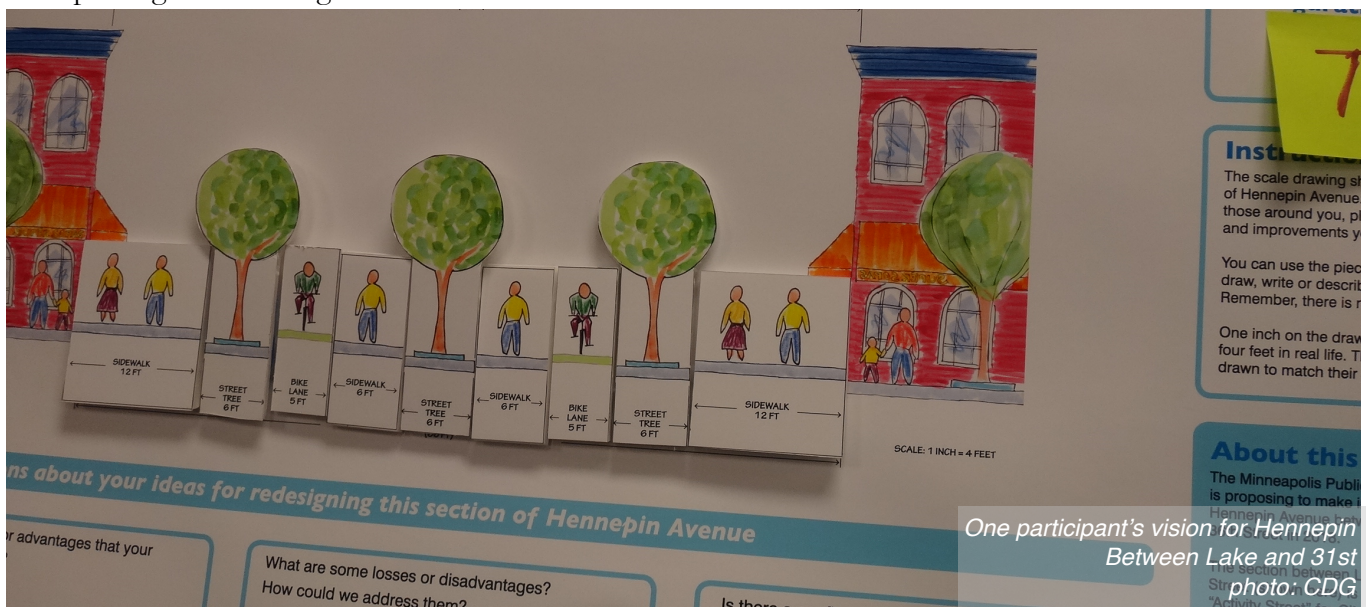
Table 4 shows Streetmix engagement results for the portion of Hennepin from 31st to 36th St. There were fewer participants for this section of the street than for the "Activity Street" section. The responses varied, but over half of the Streetmix designs featured bike lanes.

Table 4

"Commercial or Mixed Use Street" (31st St to 36th St)		
Street Configuration	Count	Percent
2A (Bike lanes only)	2	12%
2B (One sided parking)	1	6%
2C (Two sided parking)	3	18%
2D (One sided parking, bike lanes)	5	41%
Other	4	24%
Total	*17*	*100%*

Photos on the right show examples of Streetmix designs from the engagement open house.
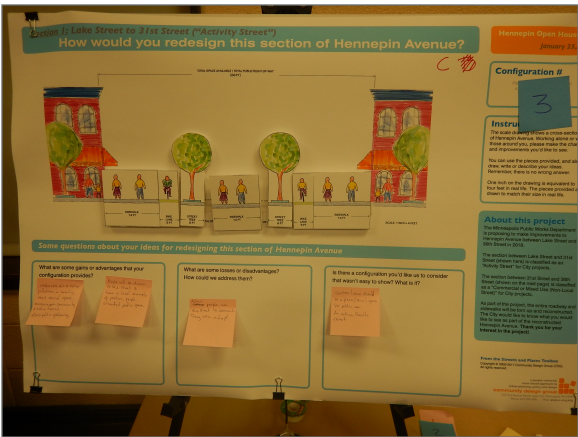
Streetmix design for Hennepin Avenue between Lake St and 31st
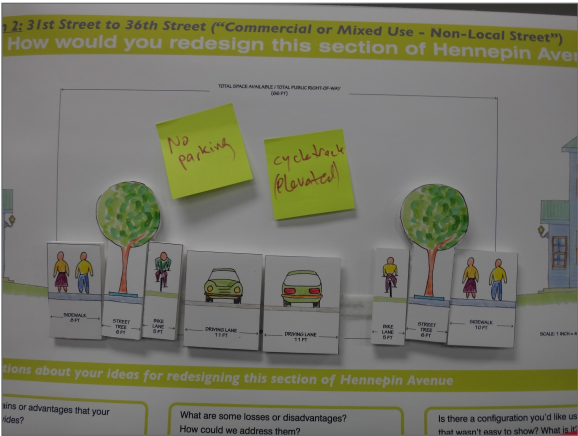
This design closely mirrors alternative 2A cross section design for Hennepin from 31st to 36th
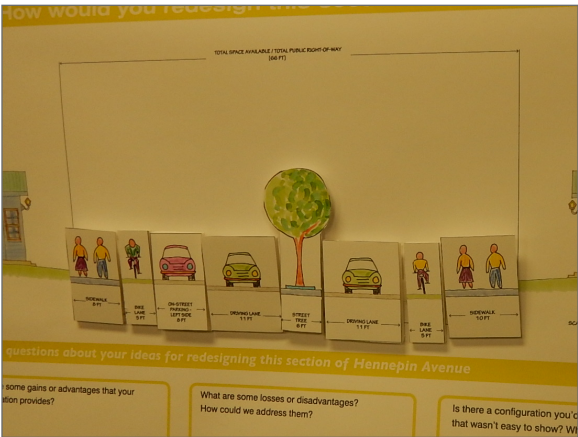
Some participants got creative with their Streetmix designs

3.4 - Results from Survey Street Configuration Vote

Cross-section configuration options for a redesigned Hennepin Avenue were provided for the community to vote on in the online and paper form survey. There were 9 total cross-section options. There were 5 options for Hennepin between Lake St and 31st St (called the "Activity Street" section), and 4 options for the section of Hennepin Avenue from 31st St to 36th St (called "Commercial or Mixed Use").

Segment 1: Lake Street to 31st Street (Activity Street)

The most popular option for the Activity Street section of Hennepin was option 1B, with 34% stating they are "very supportive" of this option, and 25% saying they were "supportive." The second-most popular Activity Street option was 1E, with 16% stating they were "very supportive" and 27% stating they were "supportive."

Option 1A

12.60% Very supportive
18.10% Supportive
20.10% Neutral
23.20% Unsupportive
25.90% Very unsupportive

Option 1B

37.70% Very supportive
27.80% Supportive
7.00% Neutral
10.60% Unsupportive
16.90% Very unsupportive

Option 1C

Pie chart:
- 6.00% Very supportive
- 14.60% Supportive
- 20.60% Neutral
- 33.90% Unsupportive
- 24.90% Very unsupportive

Option 1D

Pie chart:
- 14.40% Very supportive
- 13.10% Supportive
- 10.70% Neutral
- 25.80% Unsupportive
- 35.90% Very unsupportive

Option 1E

Pie chart:
- 16.20% Very supportive
- 27.40% Supportive
- 15.50% Neutral
- 20.80% Unsupportive
- 20.10% Very unsupportive

The chart below shows supportive votes for each Activity Street cross section, broken down by respondent mode of transportation. For example, those who mainly walk were most supportive of alternative 1B. These numbers do not add up to 100% because votes for each alternative were independent of each other.

Which Activity Street Cross Section Received the Most Support?*
Broken Down by Respondent Primary Mode of Transportation
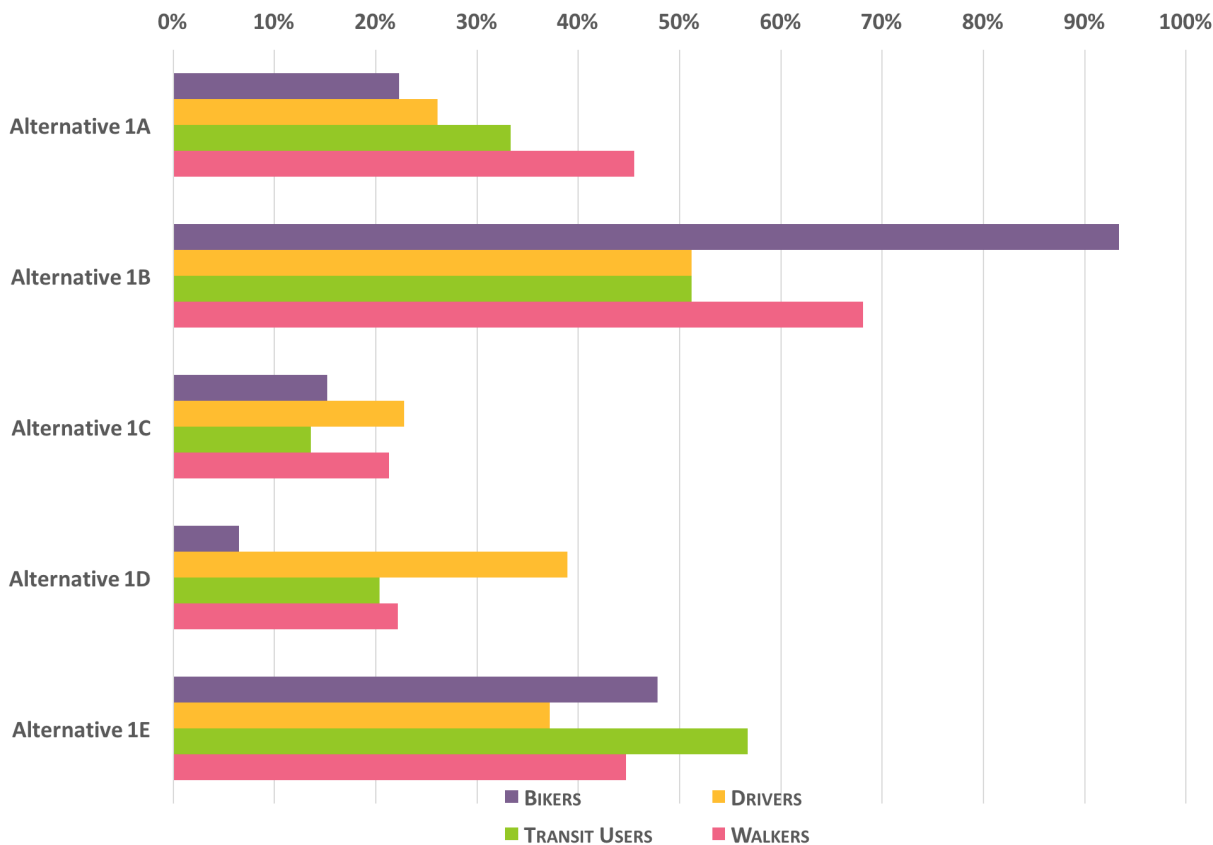
*Support here means respondents who selected "Very Supportive" or "Supportive" for each cross section

Segment 2: 31st Street to 36th Street (Commercial or Mixed-use)

There were two popular cross sections for the "Commercial or Mixed Use" section of the street. For option 2A, 35.6% of respondents selected "very supportive" and 21% selected "supportive." Option 2D had 20% selecting "very supportive" and 31% selecting "supportive."

Option 2A

Pie chart for Option 2A:
- 36.00% Very Supportive
- 23.00% Supportive
- 6.00% Neutral
- 11.70% Unsupportive
- 23.30% Very Unsupportive

Option 2B

Pie chart for Option 2B:
- 4.30% Very Supportive
- 15.60% Supportive
- 18.20% Neutral
- 35.10% Unsupportive
- 35.10% Unsupportive
- 26.80% Very Unsupportive

Option 2C

19.30% Very Supportive

31.80% Very Unsupportive

13.80% Supportive

8.90% Neutral
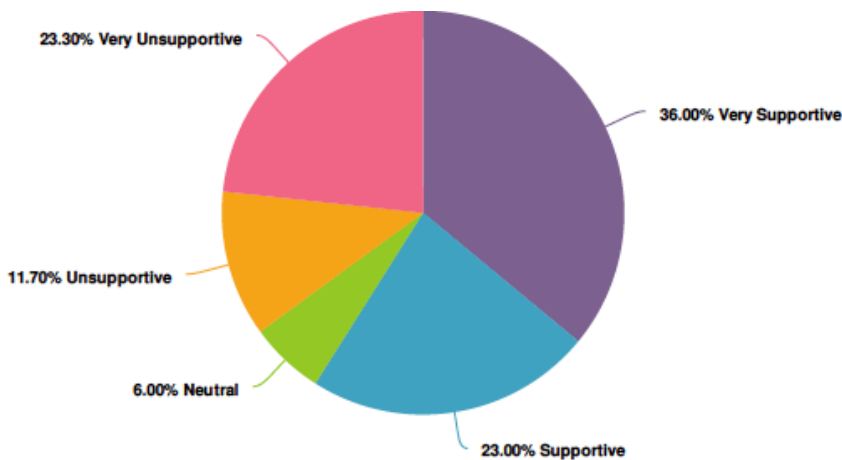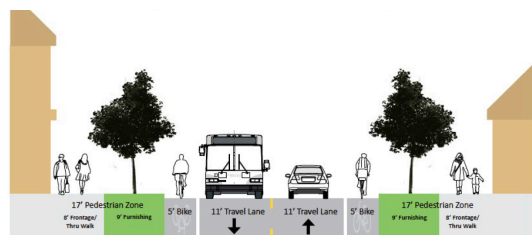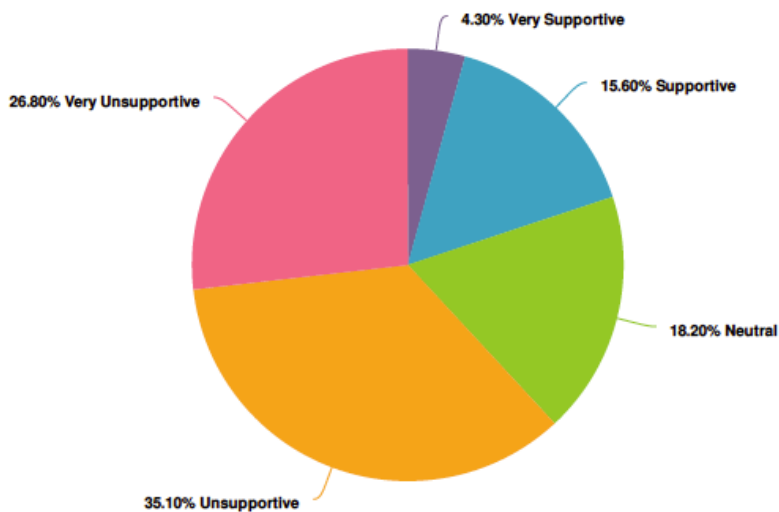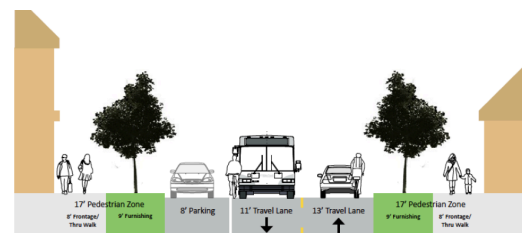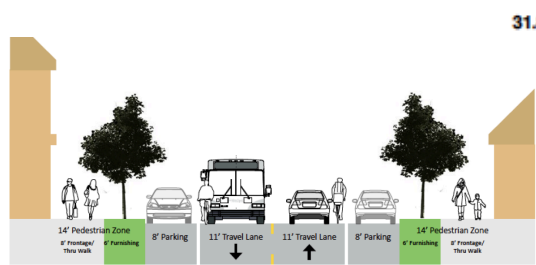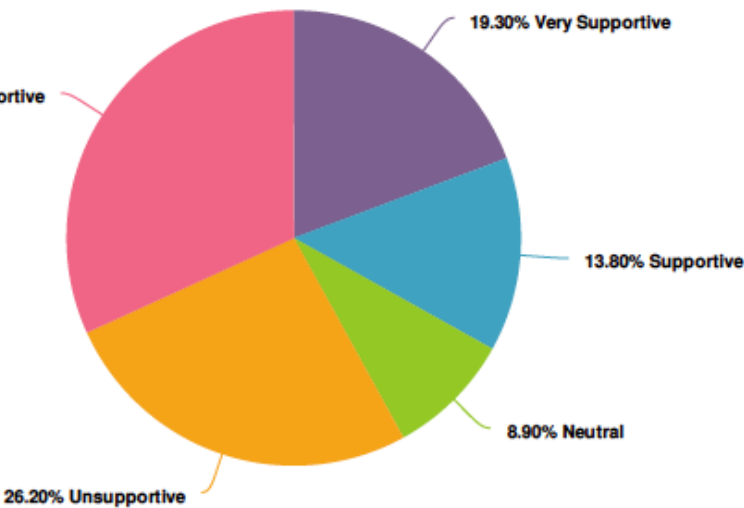
26.20% Unsupportive

Option 2D

17.90% Very Unsupportive

20.50% Very Supportive

16.60% Unsupportive

29.80% Supportive

15.20% Neutral
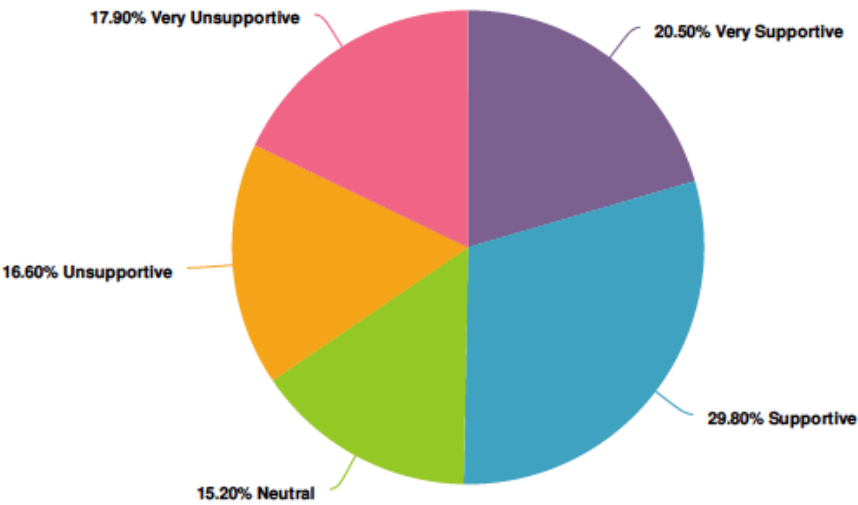
The chart below shows supportive votes for each Commercial or Mixed Use cross section, broken down by respondent mode of transportation. Alternative 2A shows heavy support from respondents who said their primary mode of transportation was biking. For those who said they usually drive, the most popular cross section was 2C, followed closely by 2A and 2D.

Which Commercial or Mixed Use Cross Section had the most Support?*
Broken Down by Respondent Primary Mode of Transportation
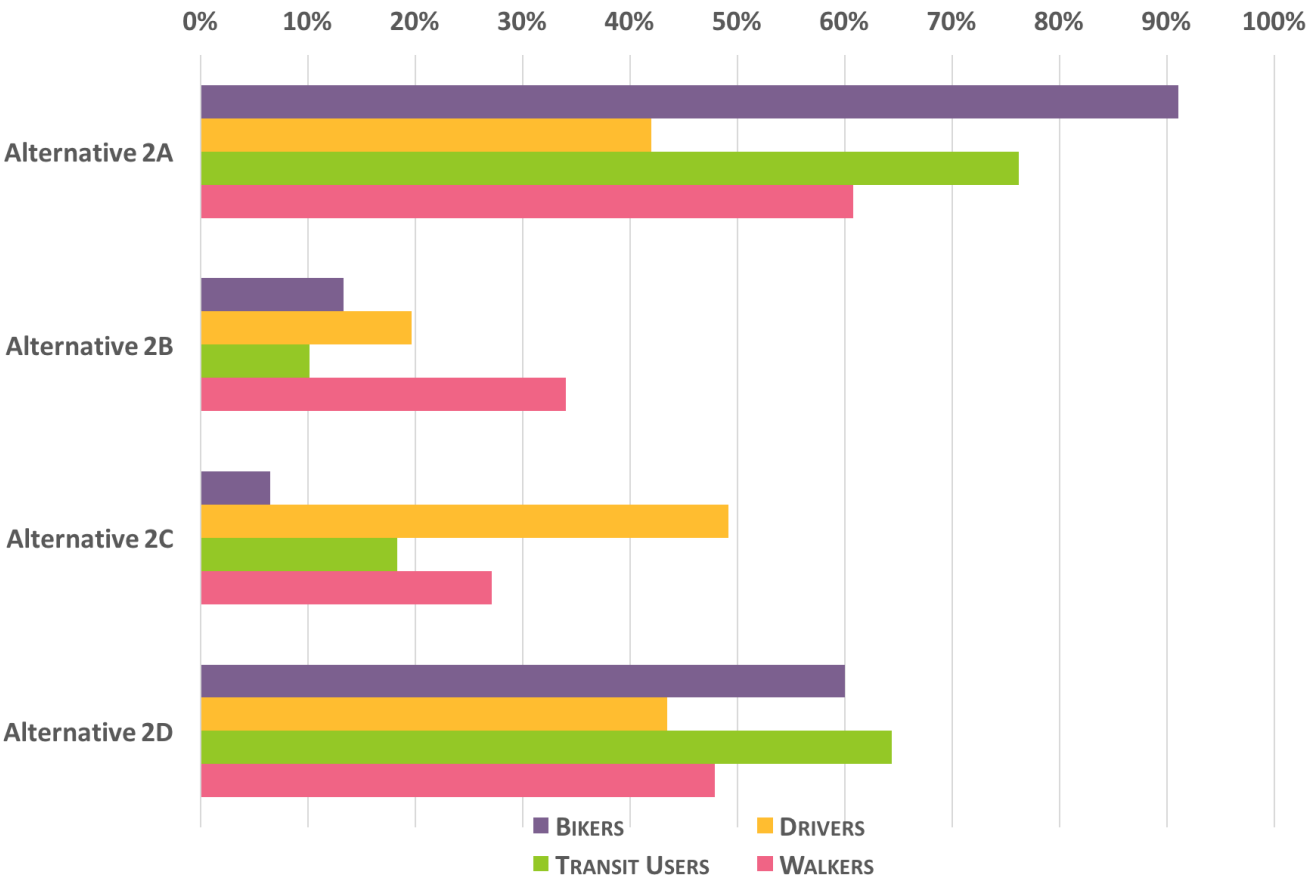
Legend: BIKERS, DRIVERS, TRANSIT USERS, WALKERS

* Support here means respondents who selected "Very Supportive" or "Supportive" for each cross section

4. Items for further exploration

There were some ideas and recommendations that did not fit into any of the survey categories but that nevertheless seem to warrant potential further exploration:

- Pedestrian-only/Woonerf/curb-less street between Lake Street and 31st Street
  - A handful of Streetmix, basemap, and online survey participants suggested the creation of a curb-less street between Lake and 31st. One person wrote that a curb-less street would provide "flexible use, easy to close for events." Others suggested it be a pedestrian-only mall.
- Mid-block crossing between Lake Street and 31st Street
  - Participants in the basemap activity suggested a mid-block crosswalk on Hennepin between Lake and 31st. People suggested that many pedestrians already cross mid-block often, either to get to parked cars or to go to other businesses. Many said it currently feels to do so.
- Creative crosswalks
  - There was a comment suggesting colorful crosswalks along Hennepin, used as both a beautification and safety measure.
- Bumpouts
  - Bumpouts or bulbouts were suggested at nearly every corner along the study corridor.
- Dedicated transit lanes
  - There were some questions both online and from the in-person engagement about allowing for dedicated transit lanes along Hennepin.
- Free Ramp Parking to reduce on-street parking pressure
  - One individual wrote that having a free ramp would lead to fewer people parking on the street, reducing parking demand.

Report for Hennepin Avenue Redesign Engagement Survey

Response Counts

Completion Rate:	**74.9%**	
	Complete	313
	Partial	105

Total: 418
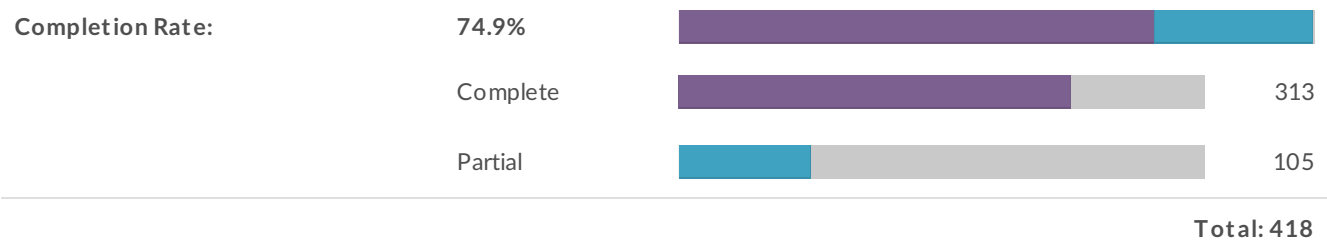
1. How often do you travel along or across Hennepin?

0.30% I do not travel on Hennepin

9.50% Once a month or less

13.80% About once per week

57.30% Daily
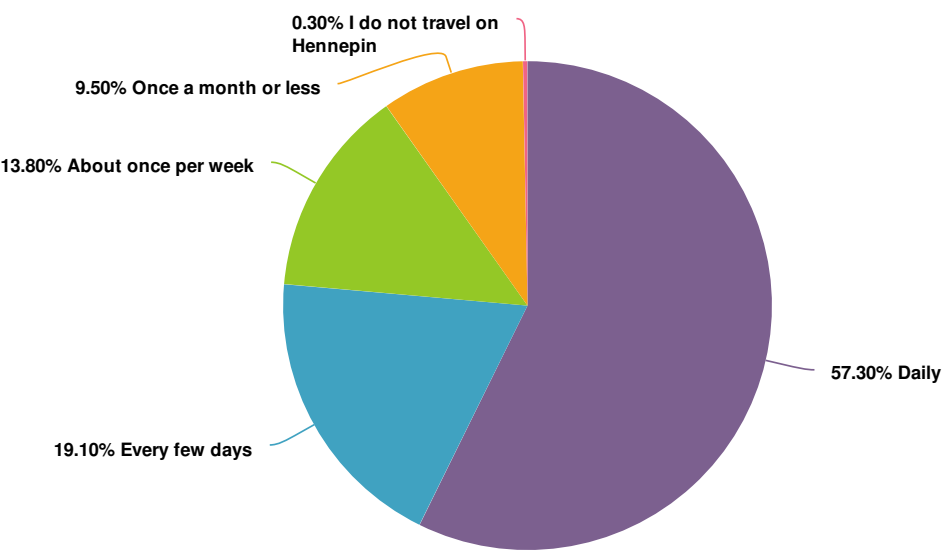
19.10% Every few days

Value		Percent	Responses
Daily		57.3%	216
Every few days		19.1%	72
About once per week		13.8%	52
Once a month or less		9.5%	36
I do not travel on Hennepin		0.3%	1

Total: 377

2. Please rank the ways you travel along or across Hennepin, where 1 is your most frequent mode of travel, and 4 is your least frequent mode of travel.

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Drive	1		1,022	354
Walk	2		1,000	337
Transit	3		686	313
Bike	4		680	309

Lowest Rank   Highest Rank
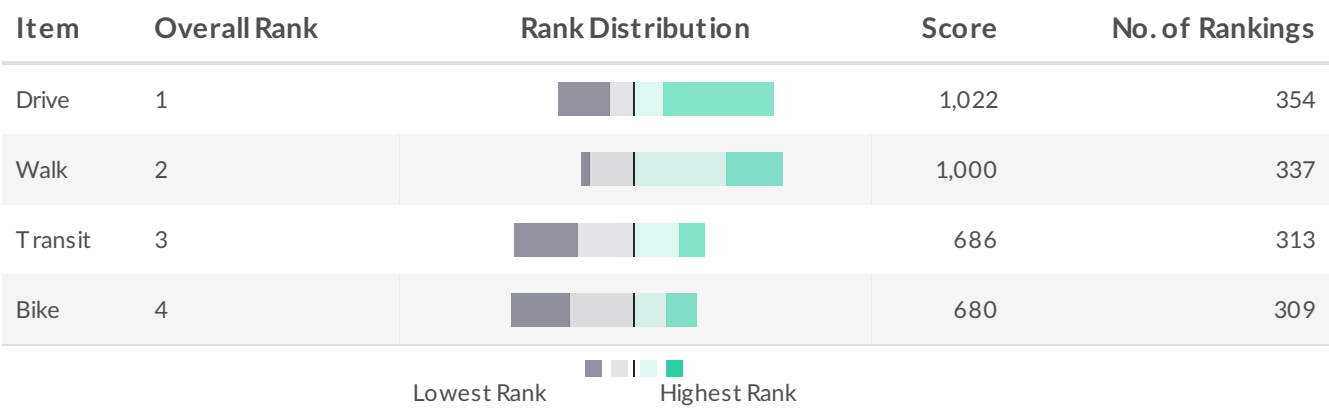
3. What is the main reason for your travel on Hennepin Avenue?

3.70% Other - Write In

4.00% Recreation opportunities

16.40% Commute to work

38.50% Live in the area

34.00% Access businesses in the area

3.40% Passing through to another destination outside the area
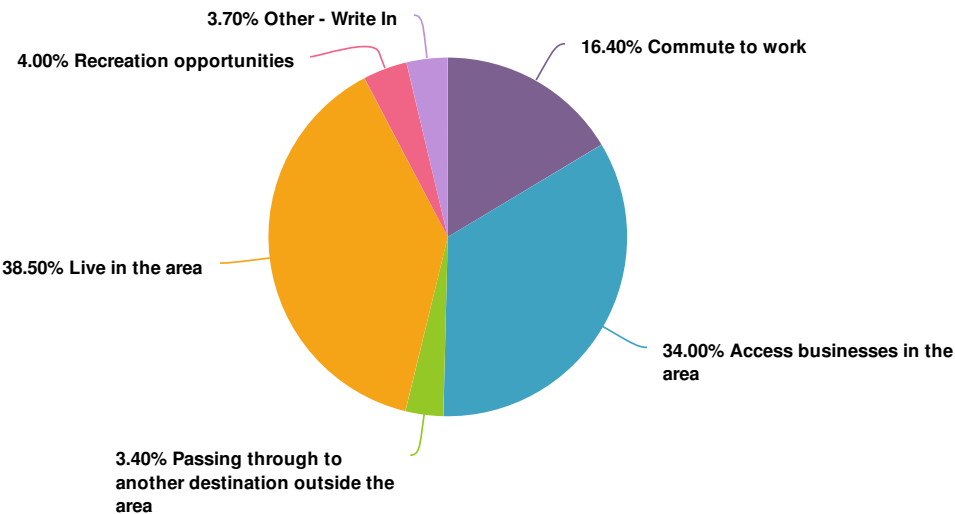
4. Which sidewalks along Hennepin feel narrow?
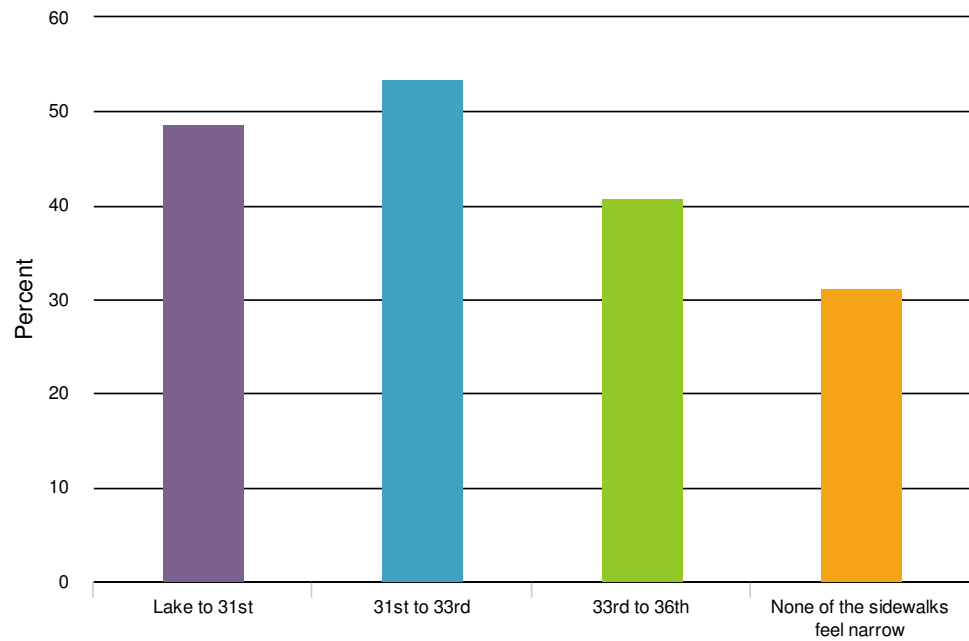
Value		Percent	Responses
Lake to 31st		48.7%	163
31st to 33rd		53.4%	179
33rd to 36th		40.9%	137
None of the sidewalks feel narrow		31.3%	105

5. Which types of seperation do you prefer between the sidewalk and moving traffic? Please select your top 3 choices:
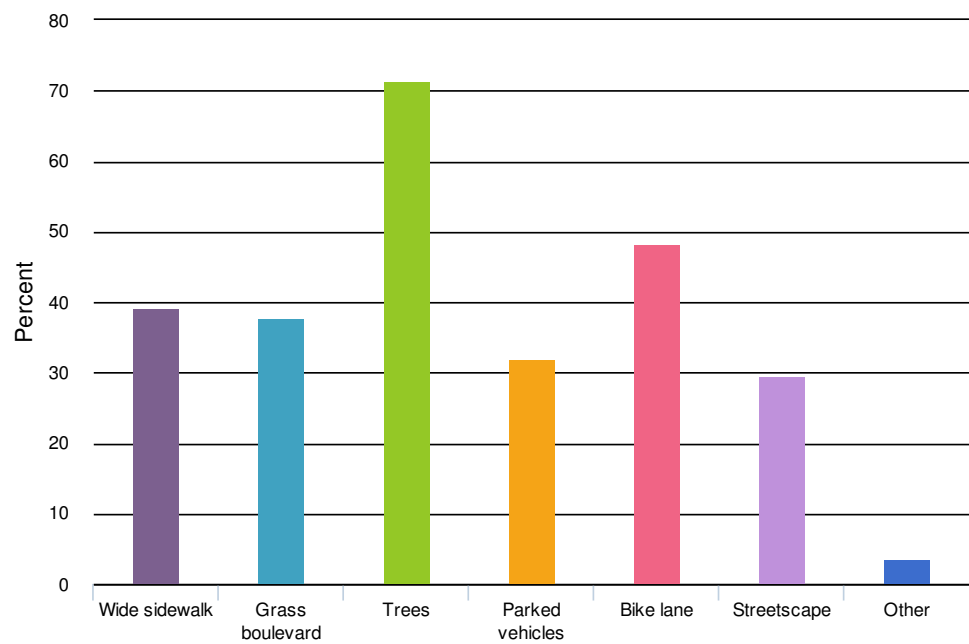
Value		Percent	Responses
Wide sidewalk		39.2%	135
Grass boulevard		37.8%	130
Trees		71.5%	246
Parked vehicles		32.0%	110
Bike lane		48.3%	166
Streetscape		29.7%	102
Other		3.5%	12

6. Where is it difficult to cross Hennepin when walking? Please select your top 3 choices
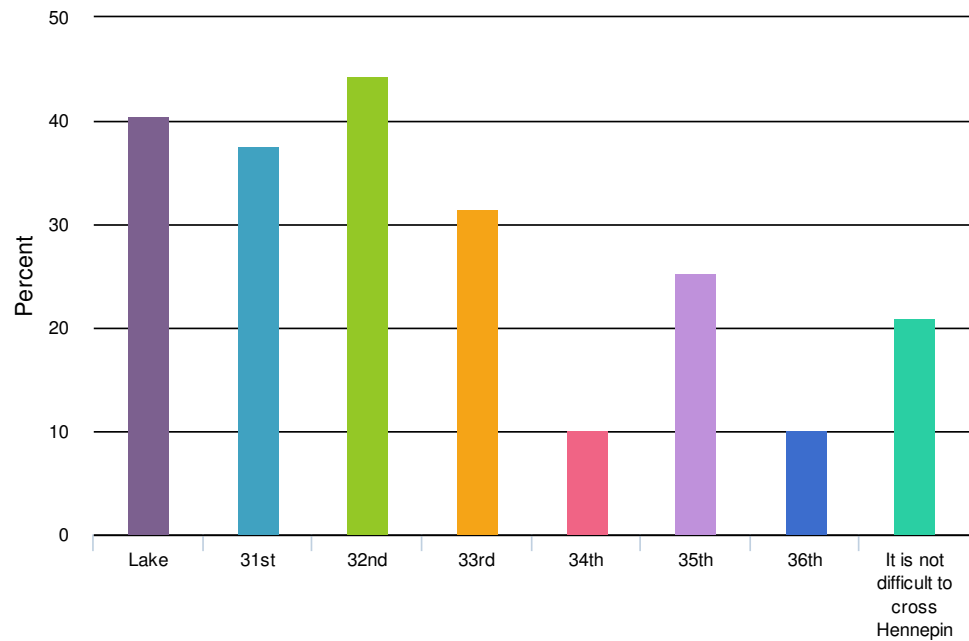
Value		Percent	Responses
Lake		40.5%	137
31st		37.6%	127
32nd		44.4%	150
33rd		31.4%	106
34th		10.1%	34
35th		25.4%	86
36th		10.1%	34
It is not difficult to cross Hennepin		21.0%	71

7. Do you currently ride your bike on Hennepin?

37.80% Yes

62.20% No
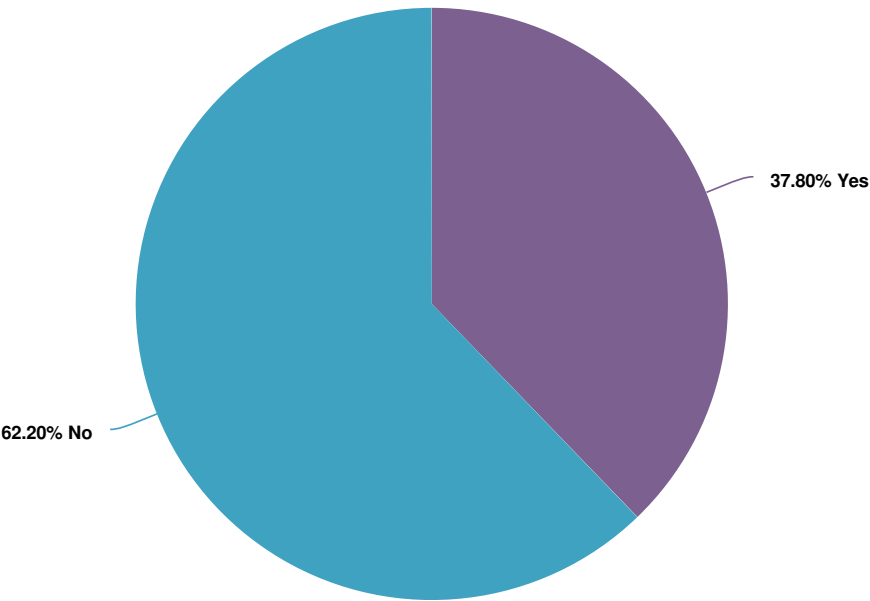
Value		Percent	Responses
Yes		37.8%	126
No		62.2%	207

Total: 333

8. If there was additional bicycle infrastructure installed would you ride along Hennepin?

30.90% Depends on type of infrastructure installed

23.00% Yes

46.10% No
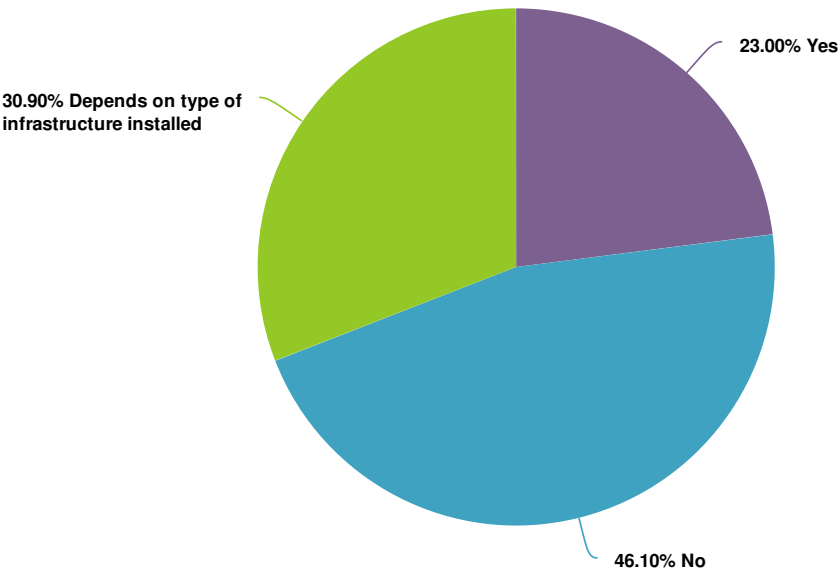
Value		Percent	Responses
Yes		23.0%	47
No		46.1%	94
Depends on type of infrastructure installed		30.9%	63

Total: 204

10. What are the top three destinations you access by bike along or near Hennepin? (please list; leave blank if you don't access Hennepin Avenue destinations by bike)

Destination 1
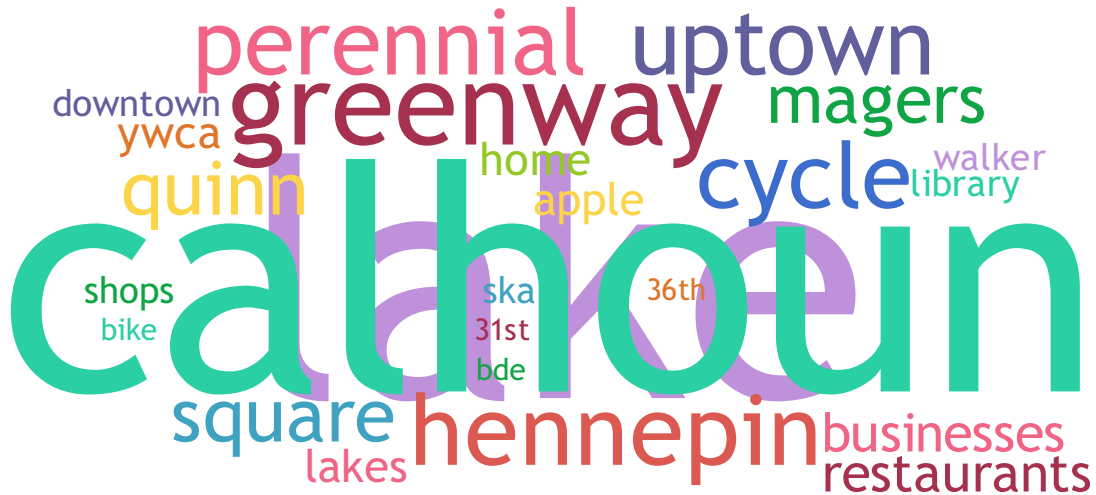
Destination 2
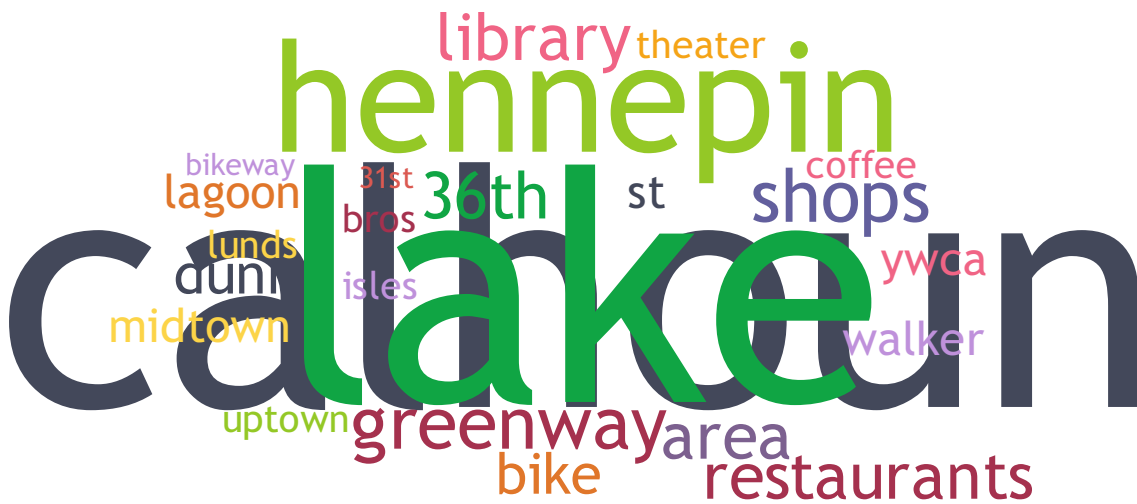
Destination 3
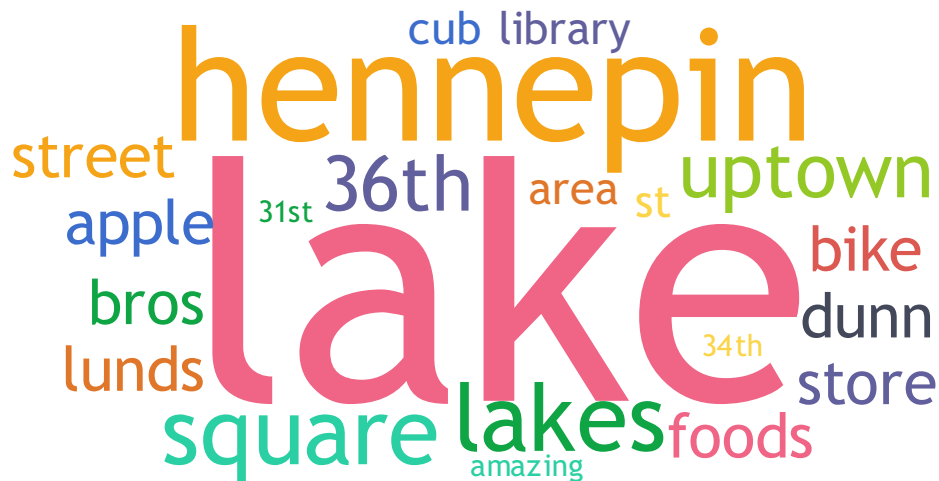
11. Which nearby bikeways do you use most?
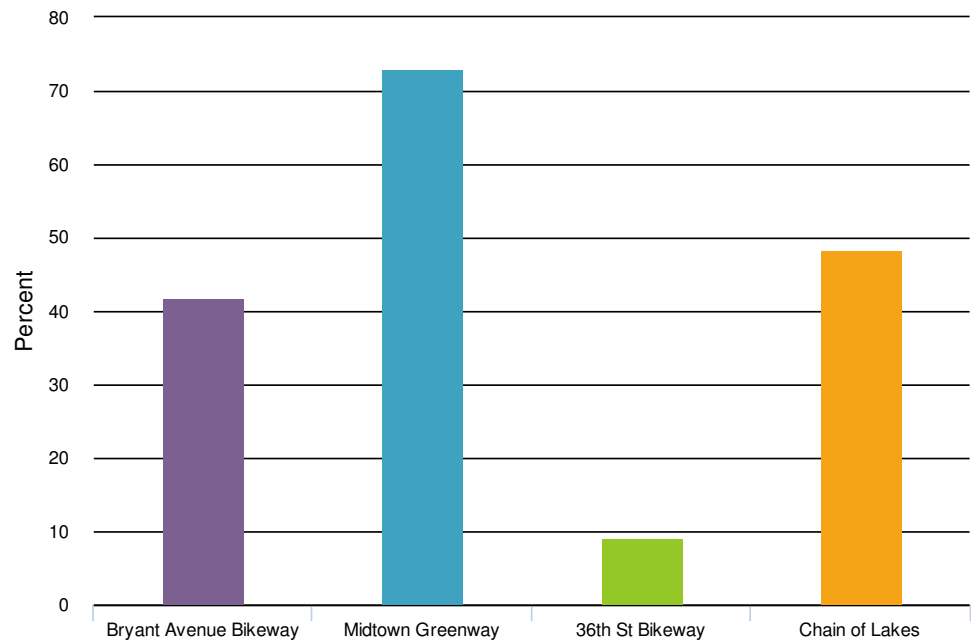
Value		Percent	Responses
Bryant Avenue Bikeway		41.9%	116
Midtown Greenway		72.9%	202
36th St Bikeway		9.0%	25
Chain of Lakes		48.4%	134

12. Which bus stop do you most use?
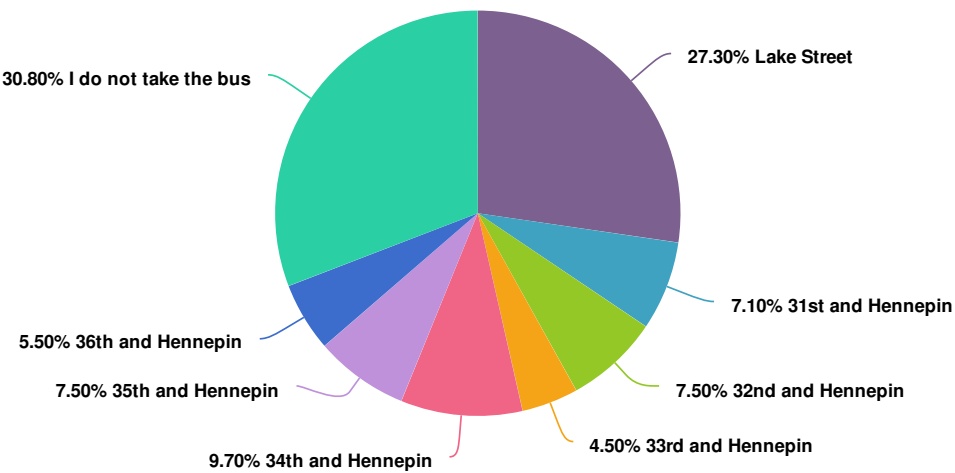
Value		Percent	Responses
Lake Street		27.3%	84
31st and Hennepin		7.1%	22
32nd and Hennepin		7.5%	23
33rd and Hennepin		4.5%	14
34th and Hennepin		9.7%	30
35th and Hennepin		7.5%	23
36th and Hennepin		5.5%	17
I do not take the bus		30.8%	95

Total: 308

13. Is your bus stop's infrastructure adequate? (Shelter, seating, signage, space, etc.)

14. How would you characterize motor vehicle speed on Hennepin Avenue?
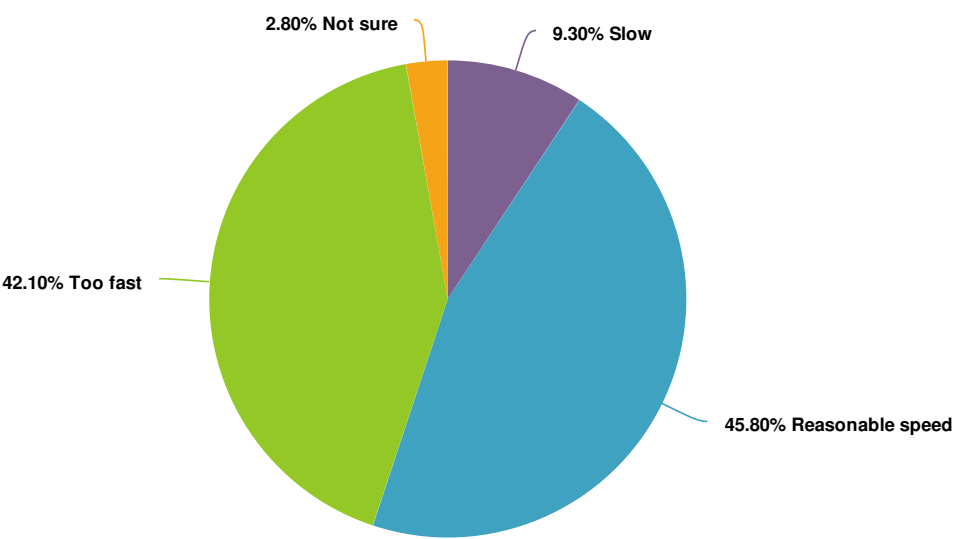
Value		Percent	Responses
Slow		9.3%	30
Reasonable speed		45.8%	148
Too fast		42.1%	136
Not sure		2.8%	9

Total: 323

15. Do you currently park your vehicle on Hennepin Avenue?

35.80% Yes

64.20% No
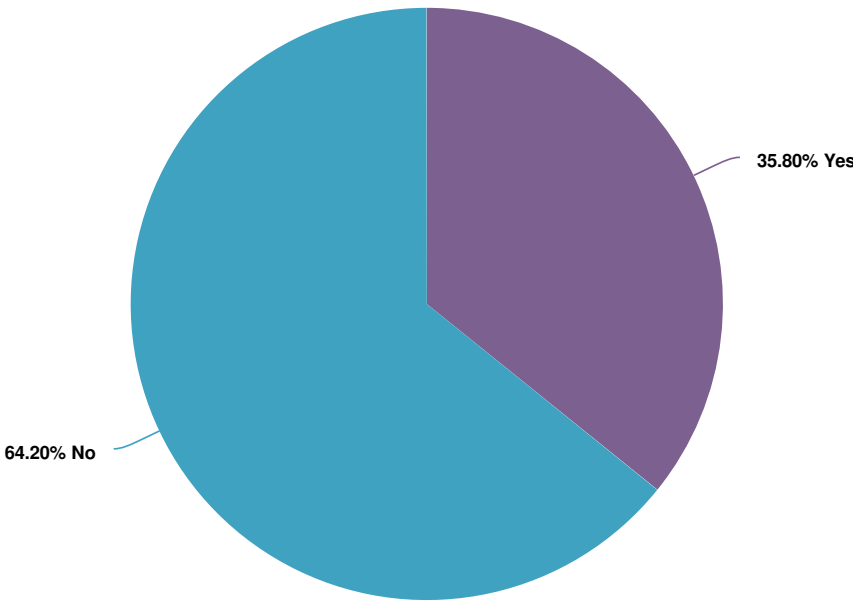
Value		Percent	Responses
Yes		35.8%	116
No		64.2%	208
			Total: 324

17. When parking on Hennepin Avenue, what is the purpose of your visit? Please select your top 2 reasons
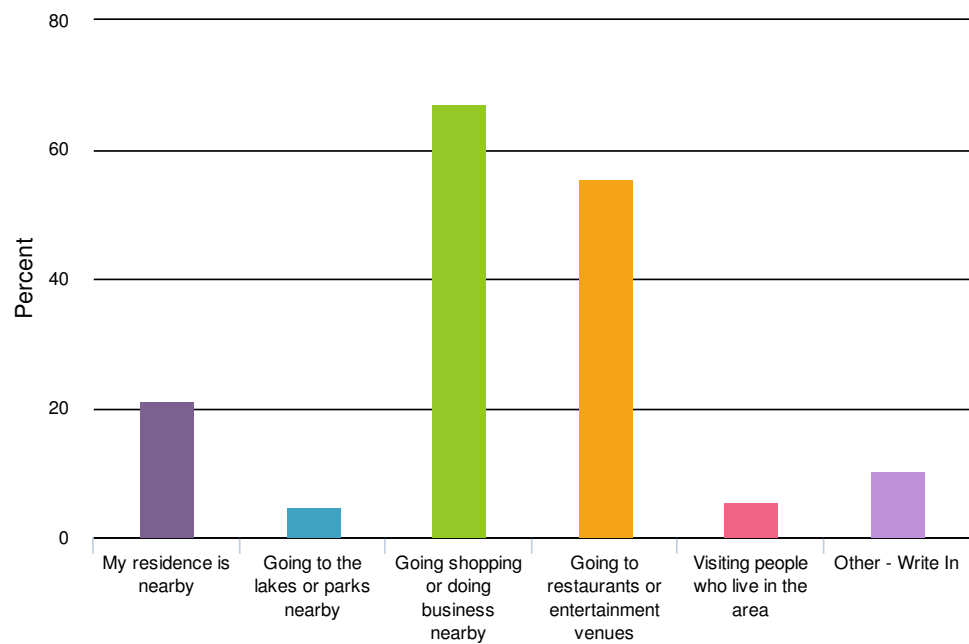
Value		Percent	Responses
My residence is nearby		21.1%	54
Going to the lakes or parks nearby		4.7%	12
Going shopping or doing business nearby		67.2%	172
Going to restaurants or entertainment venues		55.5%	142
Visiting people who live in the area		5.5%	14
Other - Write In		10.2%	26

18. Please indicate how difficult you feel it is to park along Hennepin.

17.90% Easy to park, there's almost always a spot

26.60% Difficult, I can never find a spot right away

55.50% Moderate, I sometimes have to park on another street or circle around the block
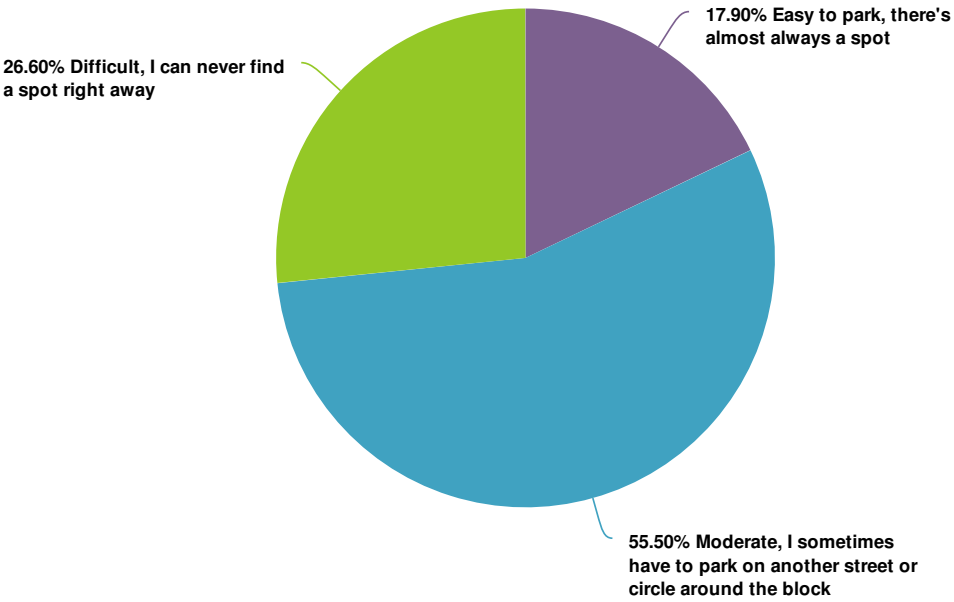
Value		Percent	Responses
Easy to park, there's almost always a spot		17.9%	49
Moderate, I sometimes have to park on another street or circle around the block		55.5%	152
Difficult, I can never find a spot right away		26.6%	73

Total: 274

19. Are you aware of other nearby parking options? (Please select all options you are aware of)
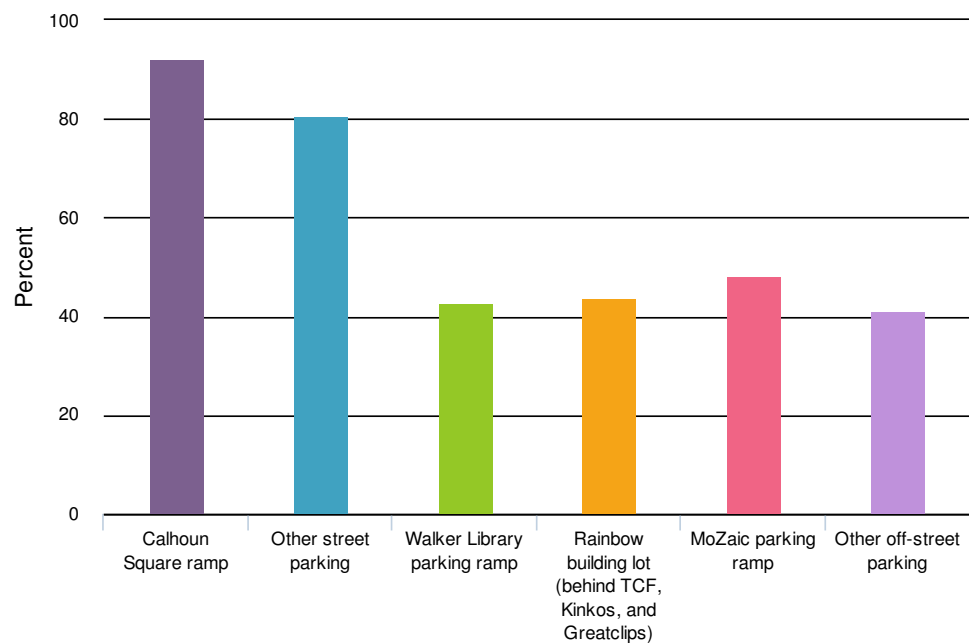
Value		Percent	Responses
Calhoun Square ramp		92.1%	269
Other street parking		80.8%	236
Walker Library parking ramp		42.8%	125
Rainbow building lot (behind TCF, Kinkos, and Greatclips)		43.8%	128
MoZaic parking ramp		48.3%	141
Other off-street parking		41.1%	120
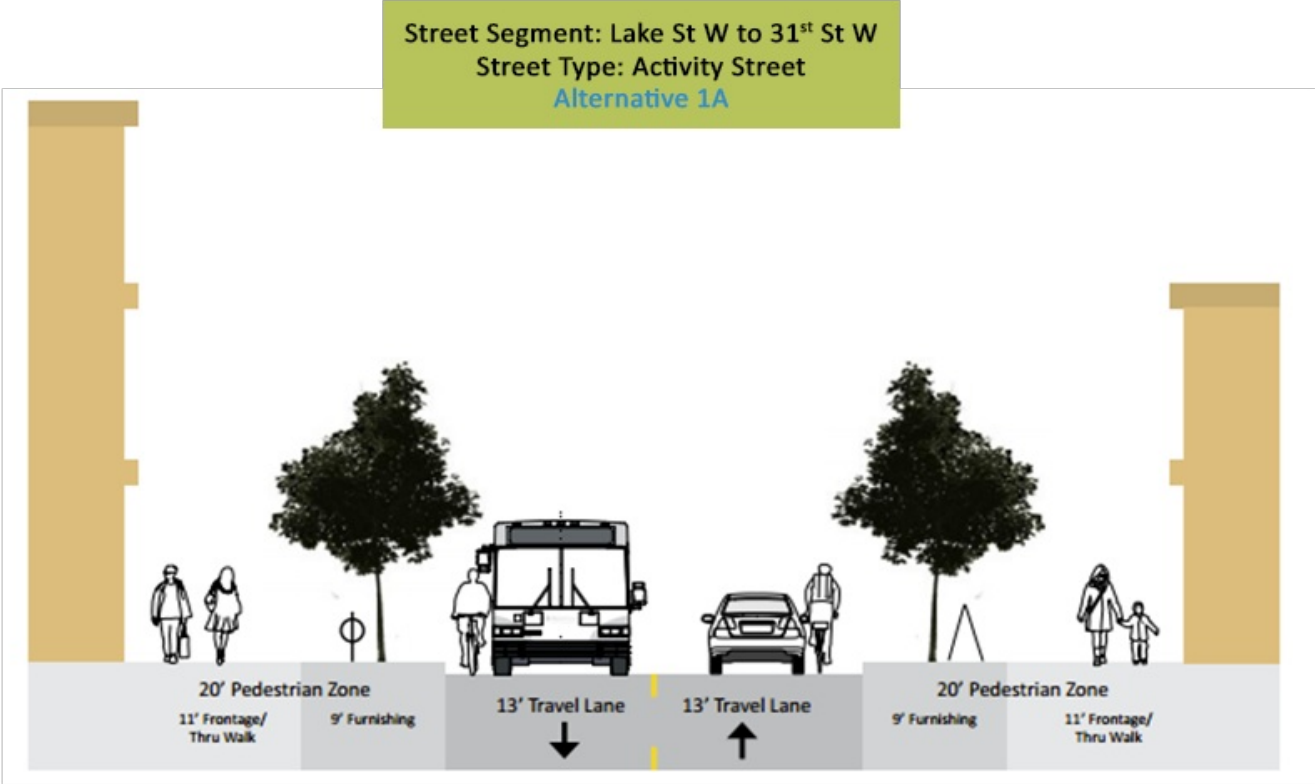
20. 1

Street Segment: Lake St W to 31st St W
Street Type: Activity Street
Alternative 1A

20' Pedestrian Zone | 13' Travel Lane | 13' Travel Lane | 20' Pedestrian Zone
11' Frontage/Thru Walk | 9' Furnishing | | | 9' Furnishing | 11' Frontage/Thru Walk

Bikeway
Bicycle Master Plan recommends bike lanes when the street is reconstructed.
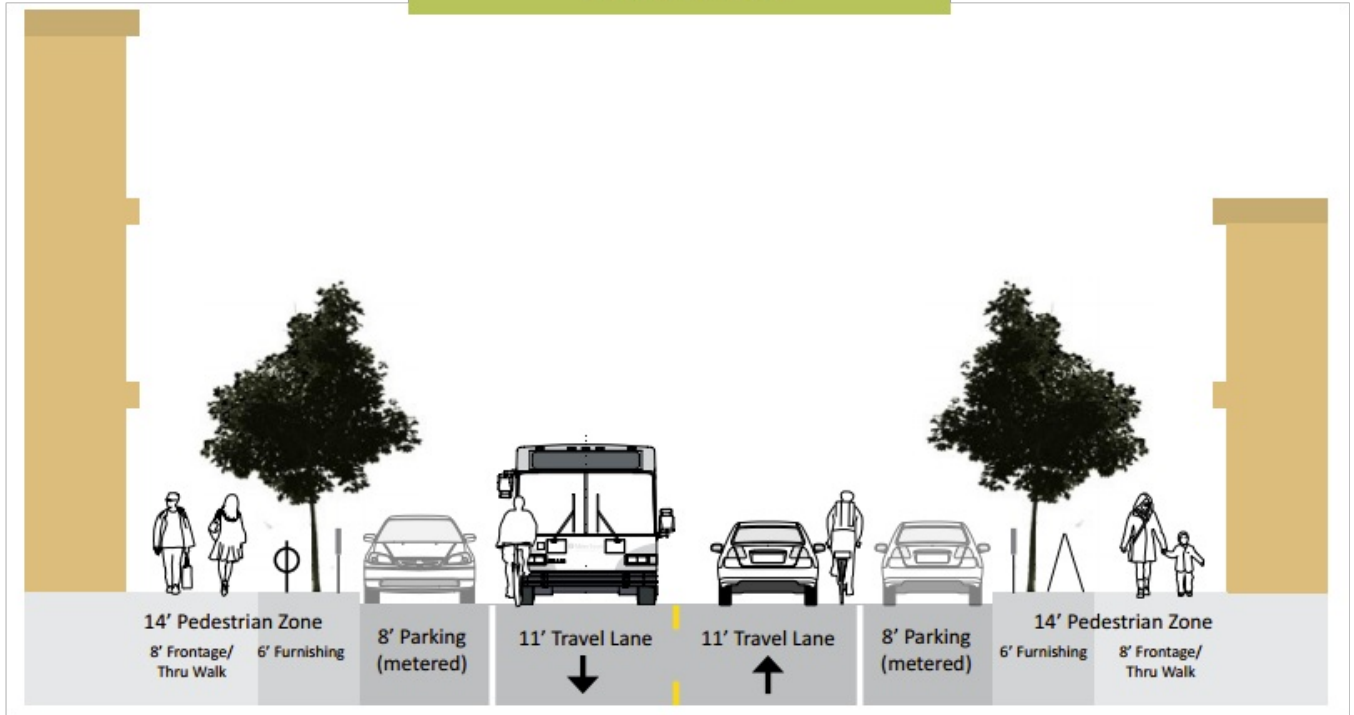No proposed bikeway

On-Street Parking
None

12.60% Very supportive
18.10% Supportive
20.10% Neutral
23.20% Unsupportive
25.90% Very unsupportive
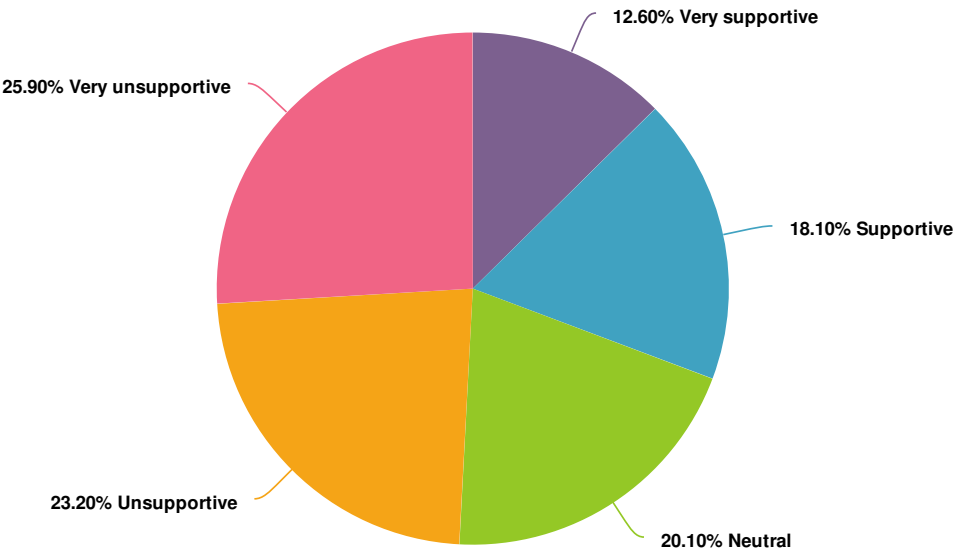
Value		Percent	Responses
Very supportive		12.6%	37
Supportive		18.1%	53
Neutral		20.1%	59
Unsupportive		23.2%	68
Very unsupportive		25.9%	76

Total: 293

21. 2
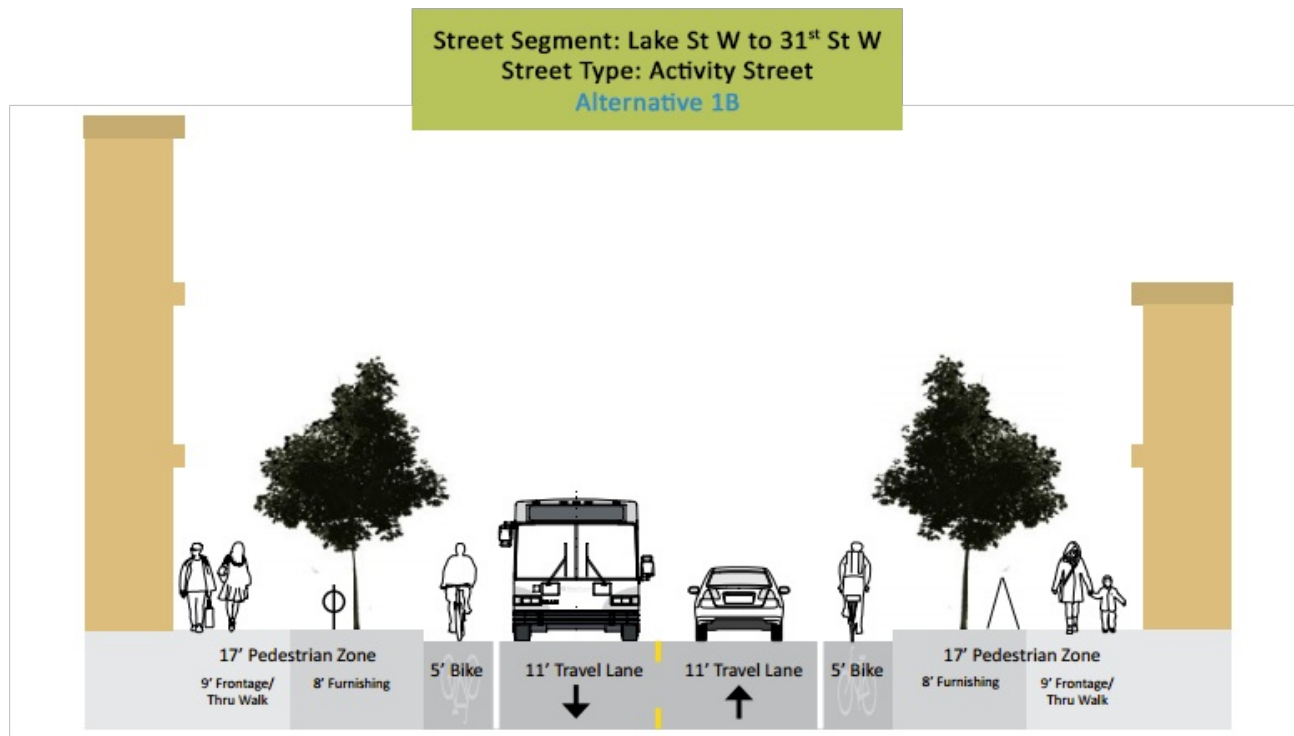
Street Segment: Lake St W to 31st St W
Street Type: Activity Street
Alternative 1B

17' Pedestrian Zone — 9' Frontage/Thru Walk — 8' Furnishing — 5' Bike — 11' Travel Lane — 11' Travel Lane — 5' Bike — 17' Pedestrian Zone — 8' Furnishing — 9' Frontage/Thru Walk

Bikeway
Bicycle Master Plan recommends bike lanes when the street is reconstructed.
Two 5' bike lanes are proposed

On-Street Parking
None

Minneapolis
City of Lakes
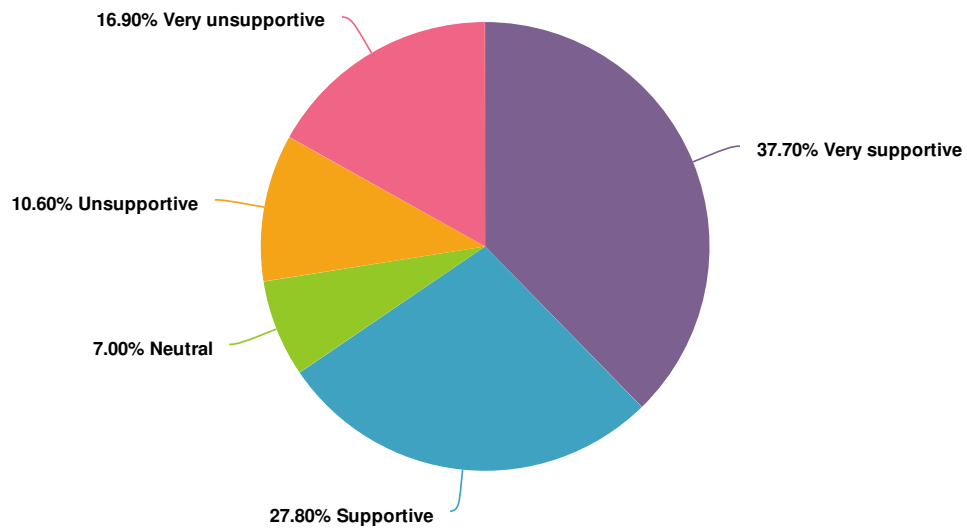
Value		Percent	Responses
Very supportive		37.7%	114
Supportive		27.8%	84
Neutral		7.0%	21
Unsupportive		10.6%	32
Very unsupportive		16.9%	51

Total: 302
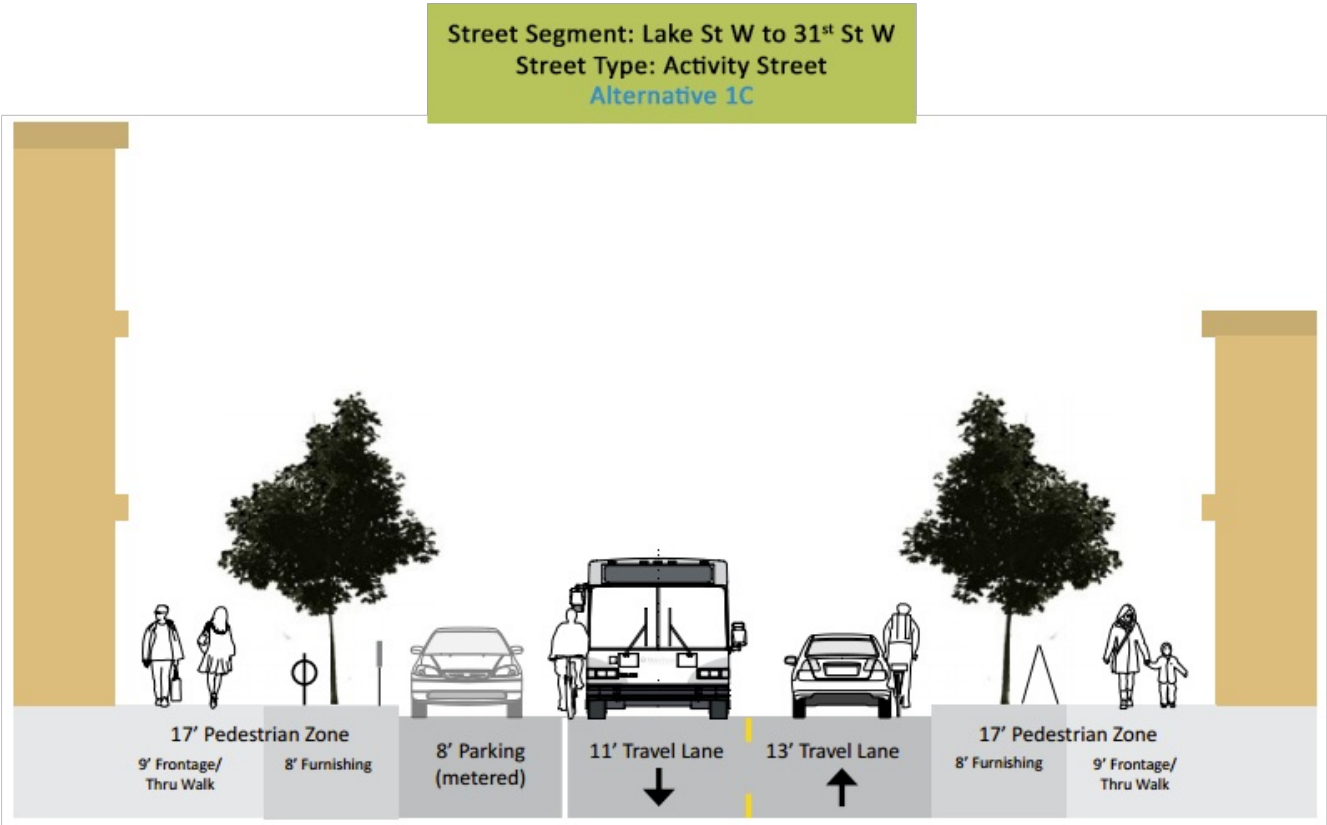
22. 3

Street Segment: Lake St W to 31st St W
Street Type: Activity Street
Alternative 1C

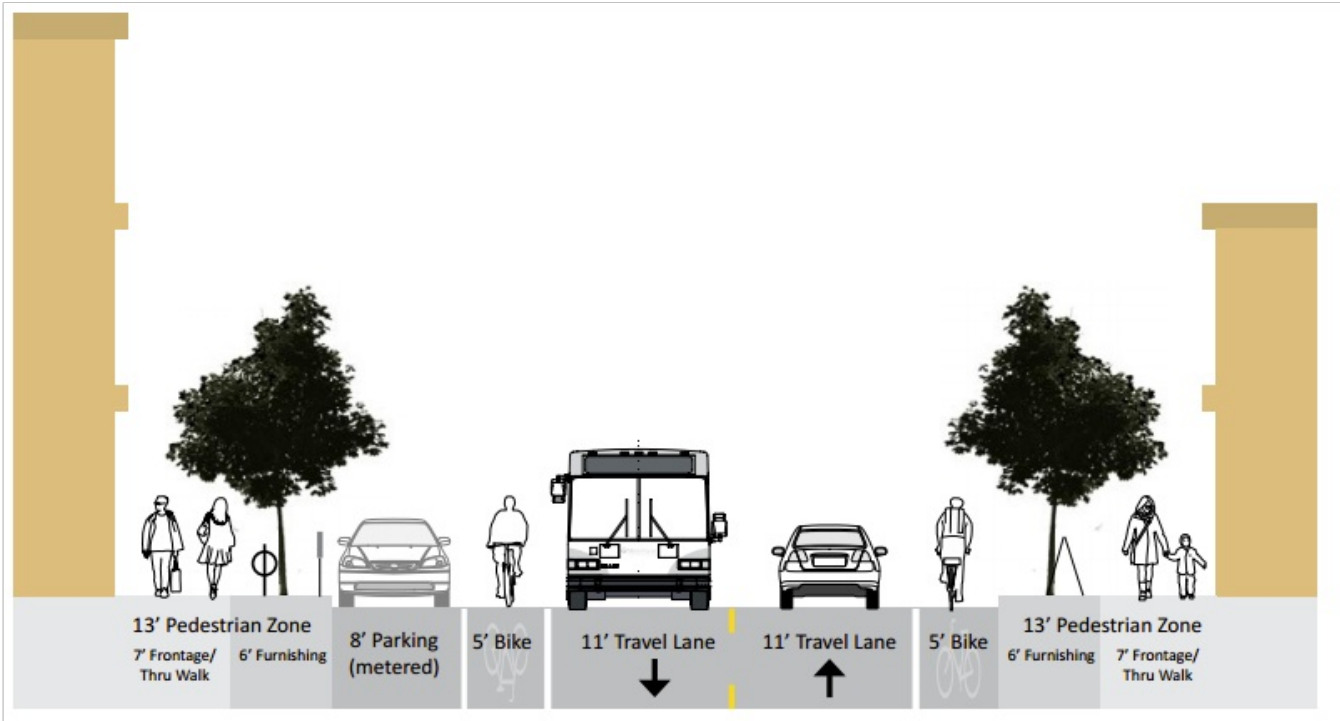| 17' Pedestrian Zone | | 8' Parking (metered) | 11' Travel Lane | 13' Travel Lane | 17' Pedestrian Zone | |
| 9' Frontage/ Thru Walk | 8' Furnishing | | ↓ | ↑ | 8' Furnishing | 9' Frontage/ Thru Walk |

Bikeway
Bicycle Master Plan recommends bike lanes when the street is reconstructed
No proposed bikeway

On-Street Parking
On-Street metered parking is proposed on one side of the street

Minneapolis
City of Lakes

- 6.00% Very supportive
- 14.60% Supportive
- 20.60% Neutral
- 33.90% Unsupportive
- 24.90% Very unsupportive
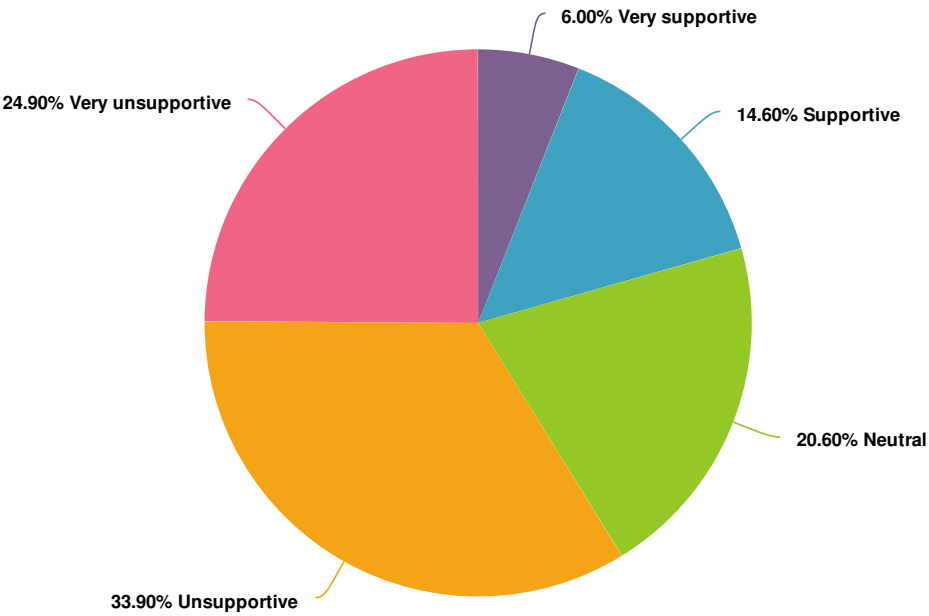
Value		Percent	Responses
Very supportive		6.0%	18
Supportive		14.6%	44
Neutral		20.6%	62
Unsupportive		33.9%	102
Very unsupportive		24.9%	75

Total: 301

23.4

Street Segment: Lake St W to 31st St W
Street Type: Activity Street
Alternative 1D

14' Pedestrian Zone — 8' Frontage/Thru Walk — 6' Furnishing | 8' Parking (metered) | 11' Travel Lane ↓ | 11' Travel Lane ↑ | 8' Parking (metered) | 6' Furnishing — 14' Pedestrian Zone — 8' Frontage/Thru Walk

Bikeway
Bicycle Master Plan recommends bike lanes when the street is reconstructed
No proposed bikeway

On-Street Parking
On-Street metered parking is proposed on both sides of street

Minneapolis
City of Lakes

- 14.40% Very supportive
- 13.10% Supportive
- 10.70% Neutral
- 25.80% Unsupportive
- 35.90% Very unsupportive
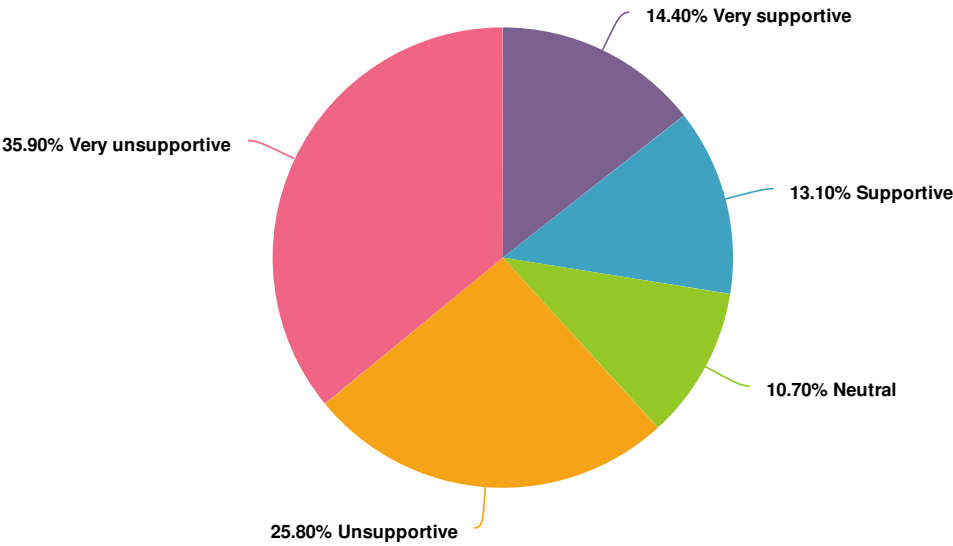
Value		Percent	Responses
Very supportive		14.4%	43
Supportive		13.1%	39
Neutral		10.7%	32
Unsupportive		25.8%	77
Very unsupportive		35.9%	107

Total: 298

24.5

Street Segment: Lake St W to 31st St W
Street Type: Activity Street
Alternative 1E

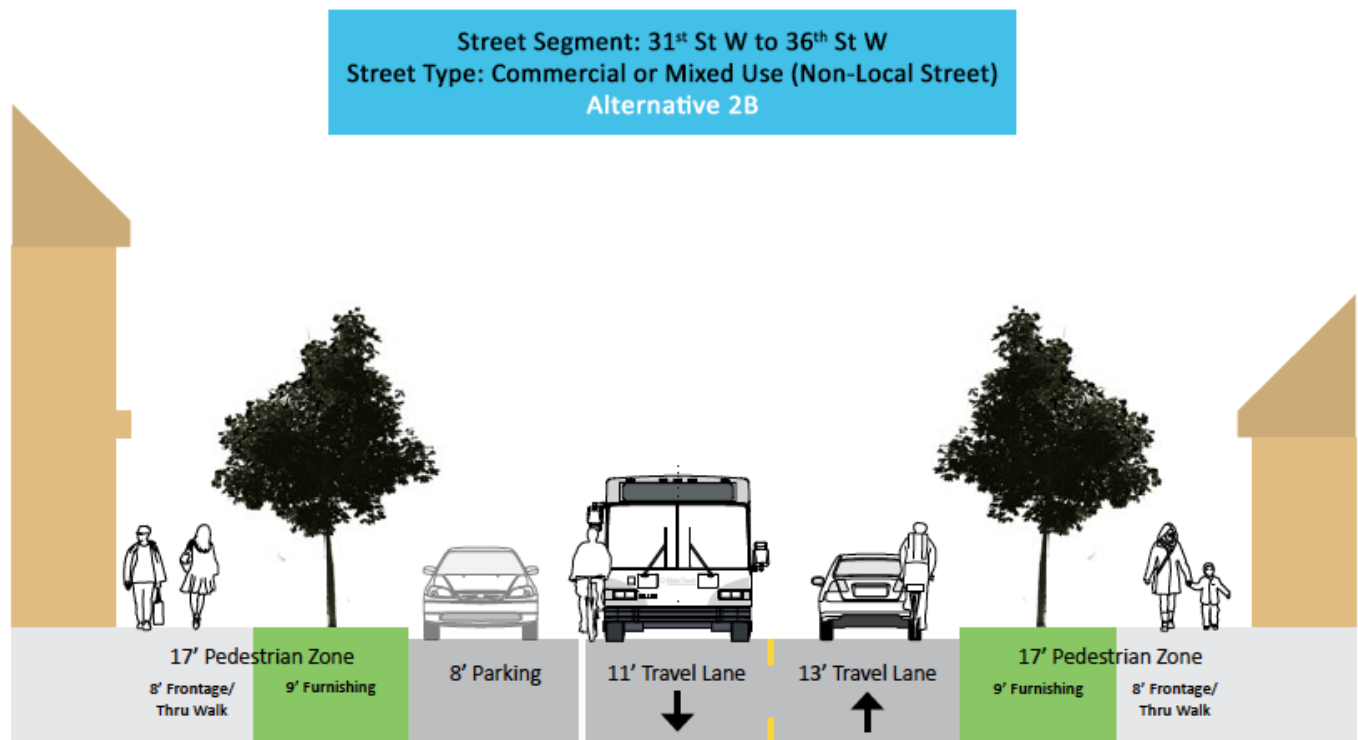| 13' Pedestrian Zone		8' Parking (metered)	5' Bike	11' Travel Lane ↓	11' Travel Lane ↑	5' Bike	13' Pedestrian Zone	
7' Frontage/ Thru Walk	6' Furnishing						6' Furnishing	7' Frontage/ Thru Walk

Bikeway
Bicycle Master Plan recommends bike lanes when the street is reconstructed
Two 5' bike lanes are proposed

On-Street Parking
On-Street metered parking is proposed on one side of the street

MINNEAPOLIS
City of Lakes

16.20% Very supportive
20.10% Very unsupportive
27.40% Supportive
20.80% Unsupportive
15.50% Neutral
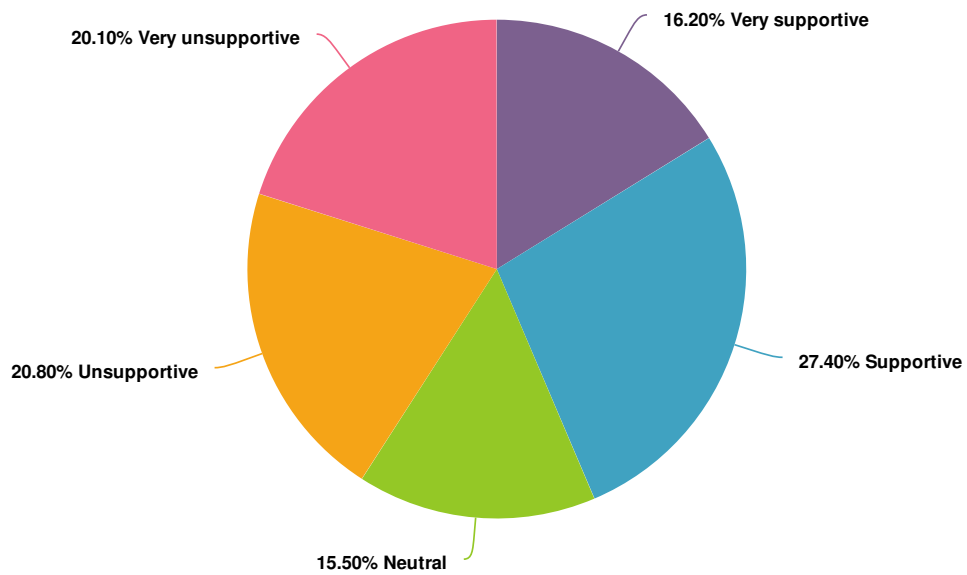
Value		Percent	Responses
Very supportive		16.2%	49
Supportive		27.4%	83
Neutral		15.5%	47
Unsupportive		20.8%	63
Very unsupportive		20.1%	61

Total: 303
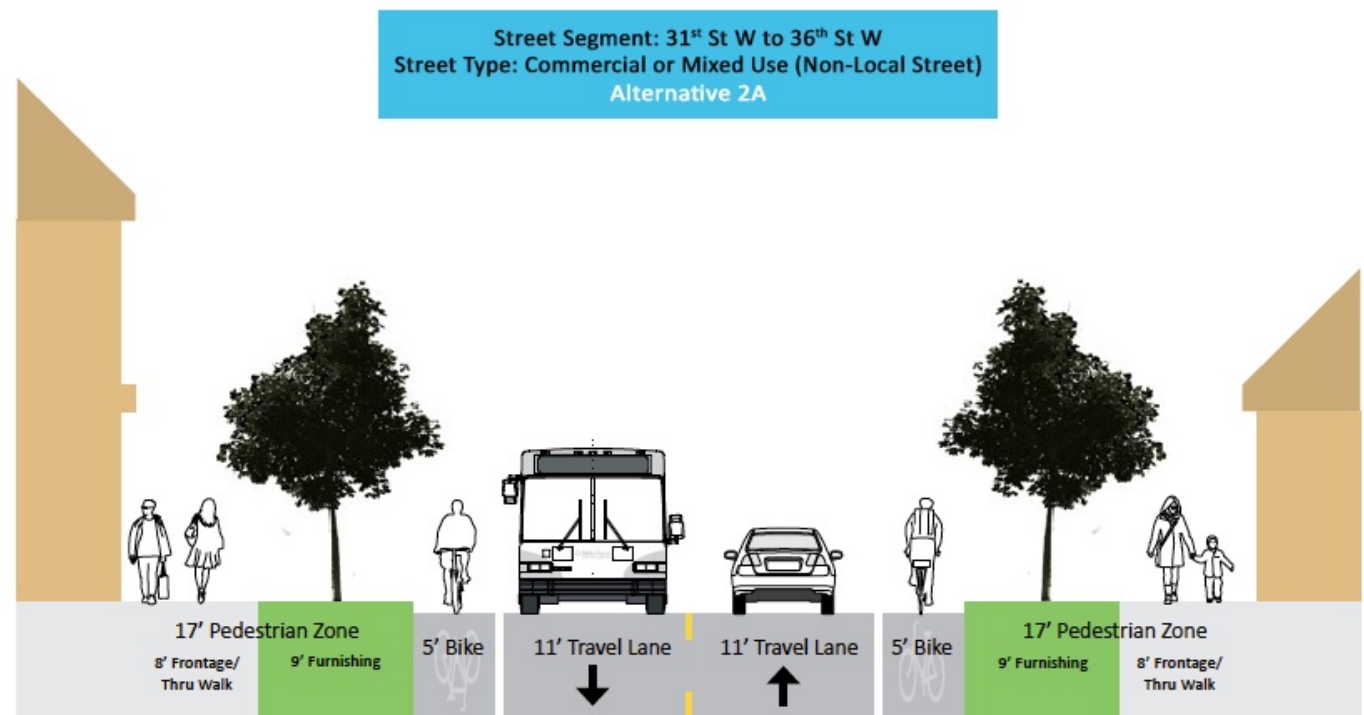
25. 1

17' Pedestrian Zone

8' Frontage/ Thru Walk

9' Furnishing

5' Bike

11' Travel Lane

11' Travel Lane

5' Bike

17' Pedestrian Zone

9' Furnishing

8' Frontage/ Thru Walk

Bikeway
Bicycle Master Plan recommends bike lanes when the street is reconstructed
Two 5' bike lanes are proposed

On-Street Parking
None

Minneapolis
City of Lakes

23.30% Very Unsupportive

36.00% Very Supportive

11.70% Unsupportive

6.00% Neutral
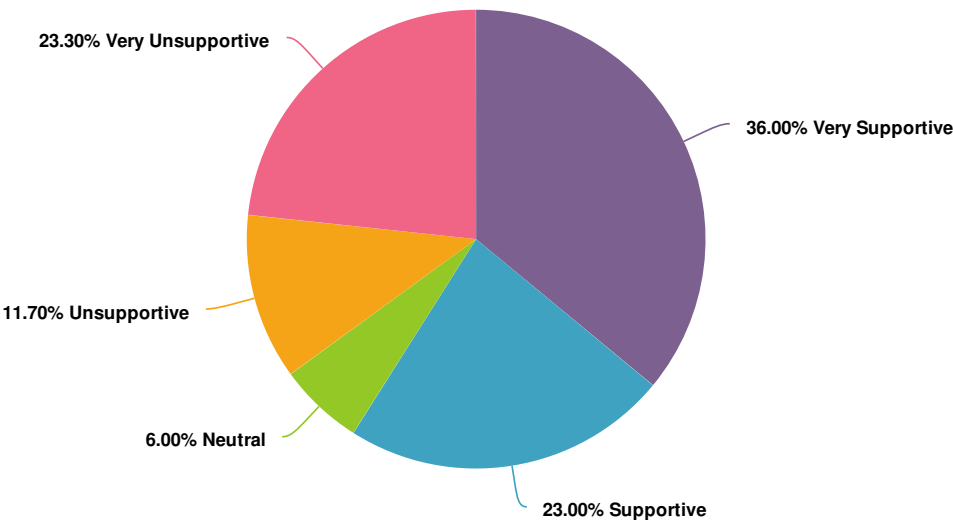
23.00% Supportive

Value		Percent	Responses
Very Supportive		36.0%	108
Supportive		23.0%	69
Neutral		6.0%	18
Unsupportive		11.7%	35
Very Unsupportive		23.3%	70

Total: 300

26. 2

Street Segment: 31st St W to 36th St W
Street Type: Commercial or Mixed Use (Non-Local Street)
Alternative 2B

17' Pedestrian Zone		8' Parking	11' Travel Lane	13' Travel Lane	17' Pedestrian Zone	
8' Frontage/ Thru Walk	9' Furnishing		↓	↑	9' Furnishing	8' Frontage/ Thru Walk

Bikeway
Bicycle Master Plan recommends bike lanes when the street is reconstructed
None

On-Street Parking
On-Street parking is proposed on one side of the street

Minneapolis
City of Lakes

4.30% Very Supportive

15.60% Supportive

26.80% Very Unsupportive

18.20% Neutral
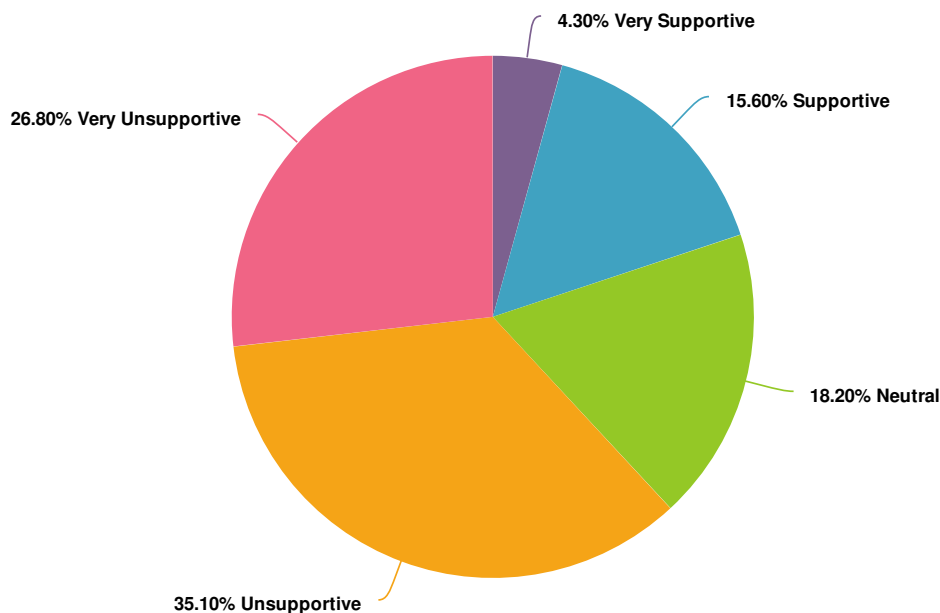
35.10% Unsupportive

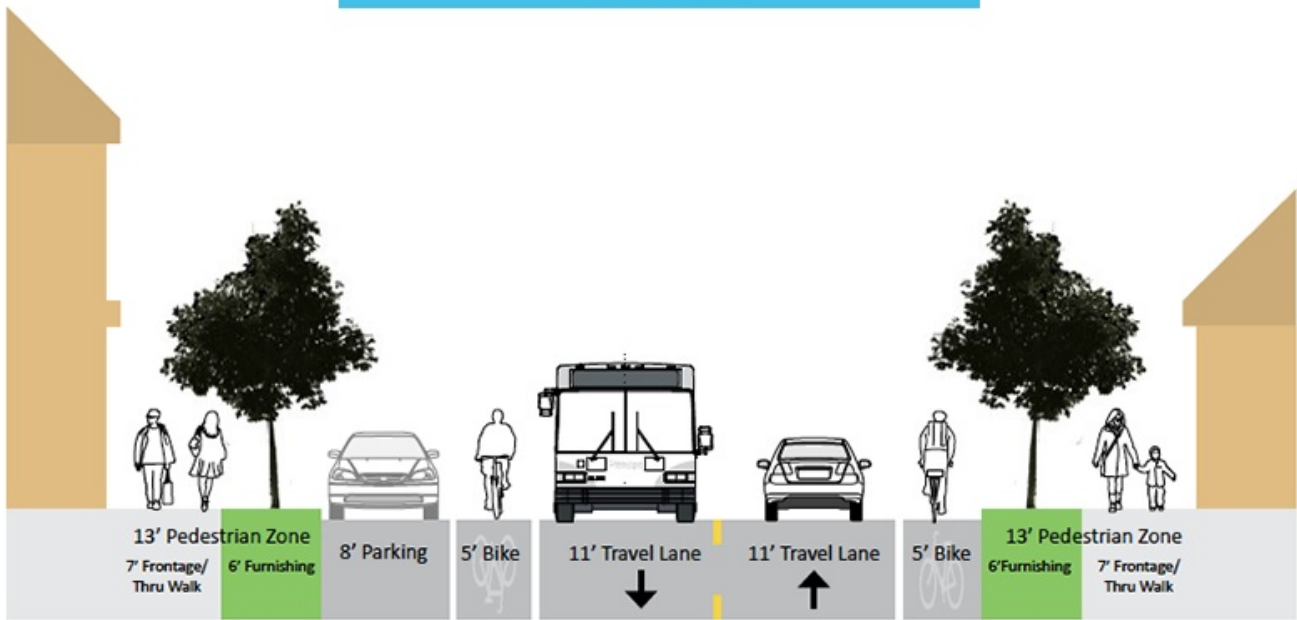| Value		Percent	Responses
Very Supportive		4.3%	13
Supportive		15.6%	47
Neutral		18.2%	55
Unsupportive		35.1%	106
Very Unsupportive		26.8%	81

Total: 302
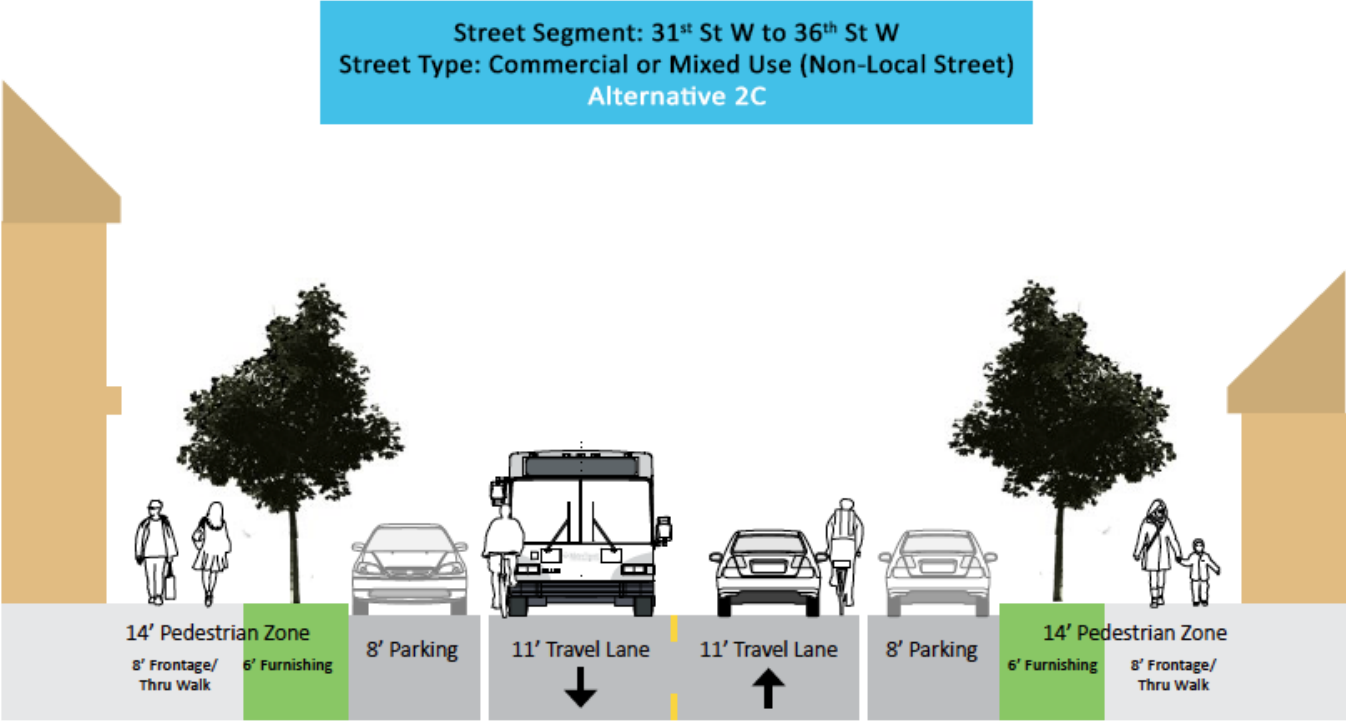
27.3

**Street Segment: 31st St W to 36th St W
Street Type: Commercial or Mixed Use (Non-Local Street)
Alternative 2C**

14' Pedestrian Zone	8' Parking	11' Travel Lane	11' Travel Lane	8' Parking	14' Pedestrian Zone
8' Frontage/Thru Walk 6' Furnishing		↓	↑		6' Furnishing 8' Frontage/Thru Walk

Bikeway
Bicycle Master Plan recommends bike lanes when the street is reconstructed
None

On-Street Parking
On-Street parking is proposed on both sides of street

Minneapolis
City of Lakes

- 19.30% Very Supportive
- 13.80% Supportive
- 8.90% Neutral
- 26.20% Unsupportive
- 31.80% Very Unsupportive
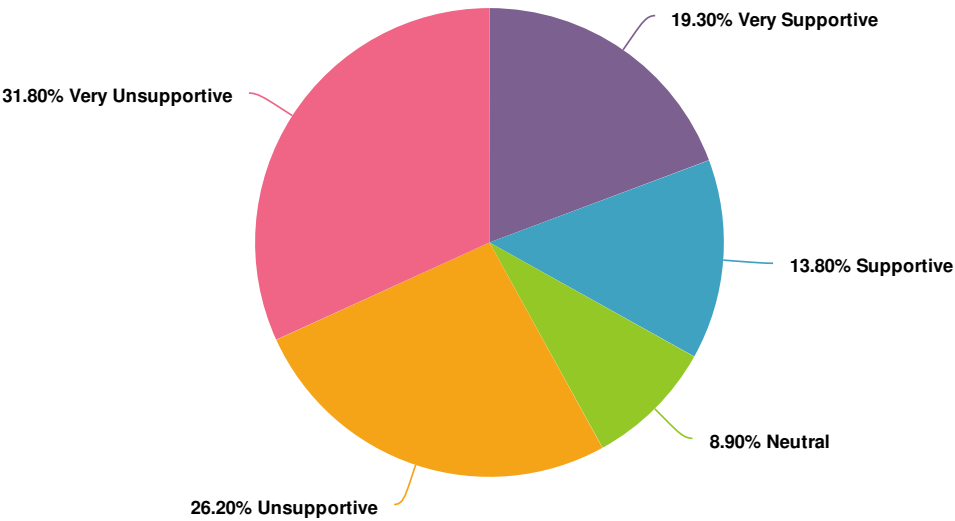
Value		Percent	Responses
Very Supportive		19.3%	59
Supportive		13.8%	42
Neutral		8.9%	27
Unsupportive		26.2%	80
Very Unsupportive		31.8%	97

Total: 305

Street Segment: 31st St W to 36th St W
Street Type: Commercial or Mixed Use (Non-Local Street)
Alternative 2D

13' Pedestrian Zone — 7' Frontage/Thru Walk — 6' Furnishing | 8' Parking | 5' Bike | 11' Travel Lane | 11' Travel Lane | 5' Bike | 13' Pedestrian Zone — 6' Furnishing — 7' Frontage/Thru Walk

Bikeway
Bicycle Master Plan recommends bike lanes when the street is reconstructed
Two 5' bike lanes are proposed

On-Street Parking
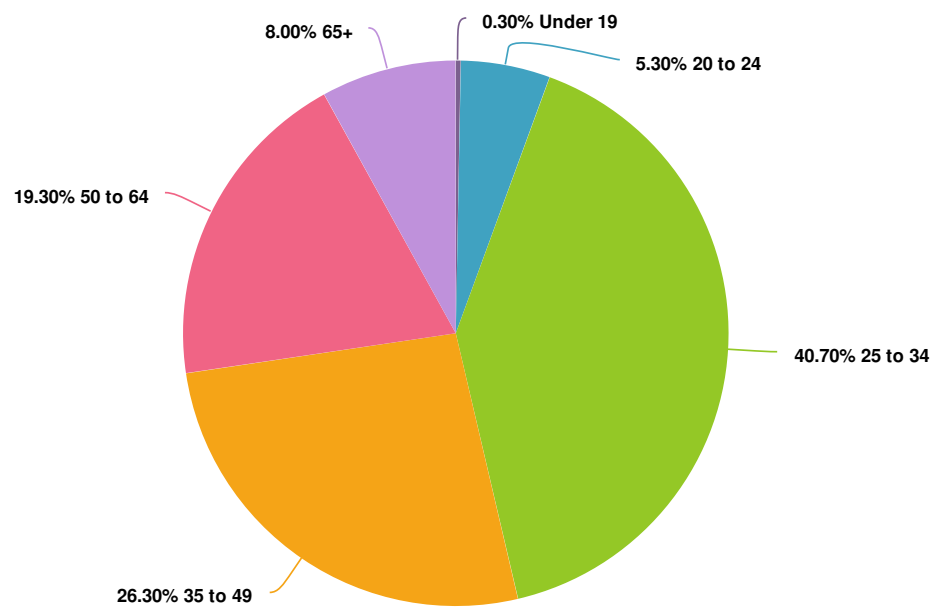On-Street parking is proposed on one side of the street

Minneapolis
City of Lakes

17.90% Very Unsupportive
20.50% Very Supportive
16.60% Unsupportive
29.80% Supportive
15.20% Neutral
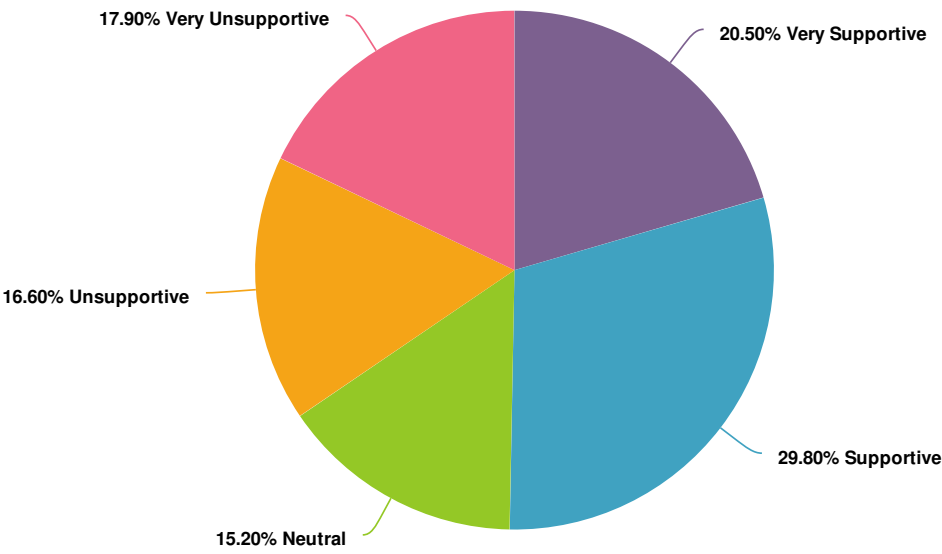
Value		Percent	Responses
Very Supportive		20.5%	62
Supportive		29.8%	90
Neutral		15.2%	46
Unsupportive		16.6%	50
Very Unsupportive		17.9%	54

Total: 302

29. Is there anything else you feel should be considered in the redesign of Hennepin Avenue?

30. How old are you?

Value		Percent	Responses
Under 19		0.3%	1
20 to 24		5.3%	16
25 to 34		40.7%	122
35 to 49		26.3%	79
50 to 64		19.3%	58
65+		8.0%	24

Total: 300

31. Are you a homeowner or renter?

37.30% Renter
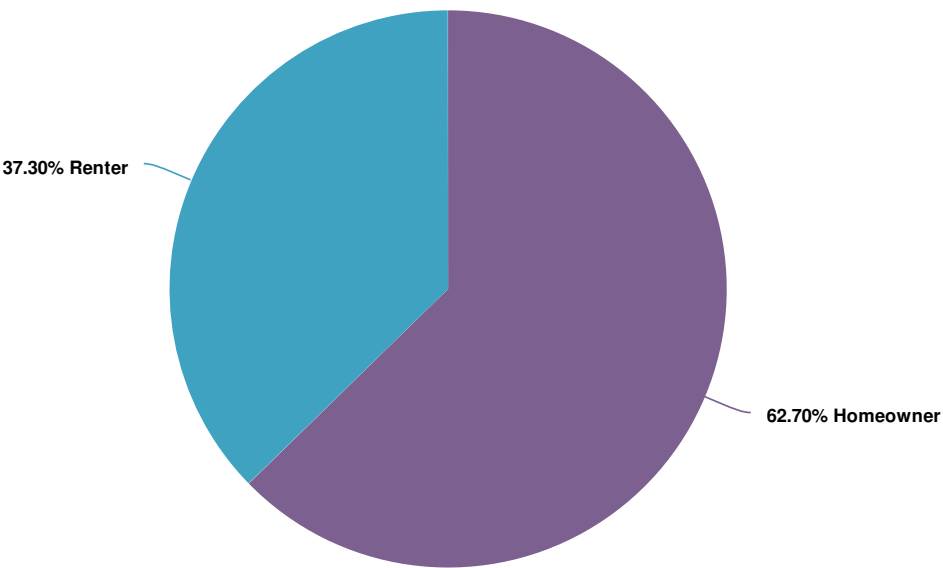
62.70% Homeowner

Value		Percent	Responses
Homeowner		62.7%	188
Renter		37.3%	112

Total: 300

32. Please enter your zip code

55422 55417 55105 56208
55113 55405 55419 55430
55378 55404 55414 55424
55407
owner 55408
55410
55409
55413
55403
55418 55415 55406 55116
55416
business

33. What is your Race/Ethnicity?

1.80% Other - Write In

1.80% Black, African American or African

3.20% Asian, Native Hawaiian, and other Pacific Islander

0.70% Hispanic/Latino

2.50% Two or more races

89.90% White
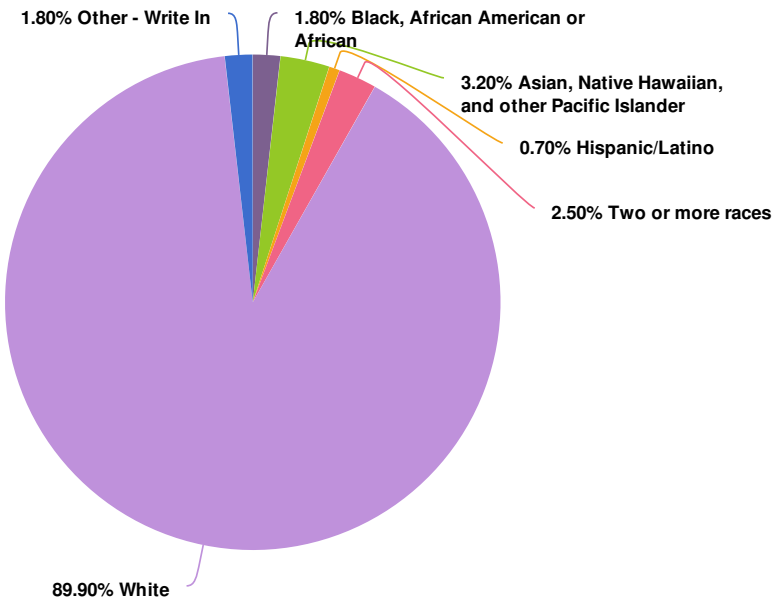
Value		Percent	Responses
Black, African American or African		1.8%	5
Asian, Native Hawaiian, and other Pacific Islander		3.2%	9
Hispanic/Latino		0.7%	2
Two or more races		2.5%	7
White		89.9%	250
Other - Write In		1.8%	5

Total: 278

34. What is your primary mode of transportation?
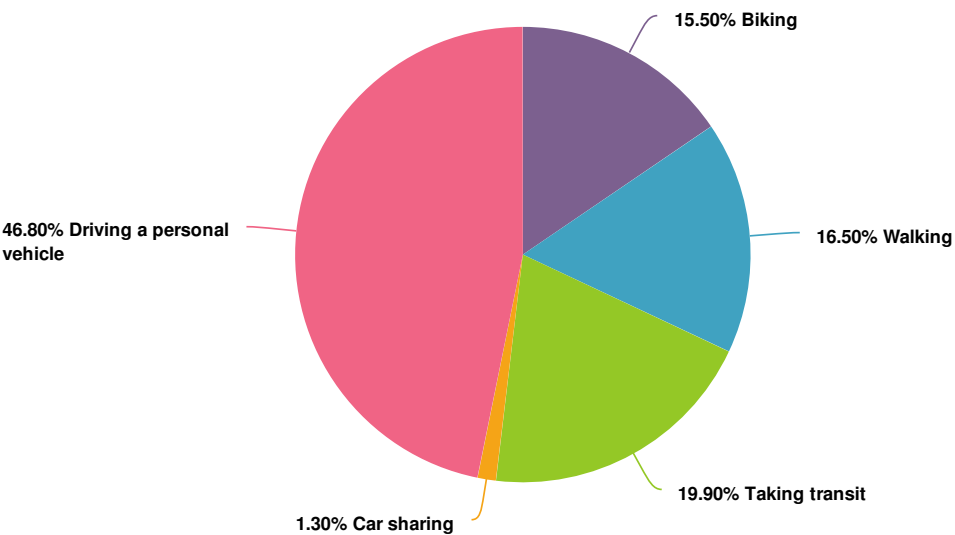
Value		Percent	Responses
Biking		15.5%	46
Walking		16.5%	49
Taking transit		19.9%	59
Car sharing		1.3%	4
Driving a personal vehicle		46.8%	139

Total: 297